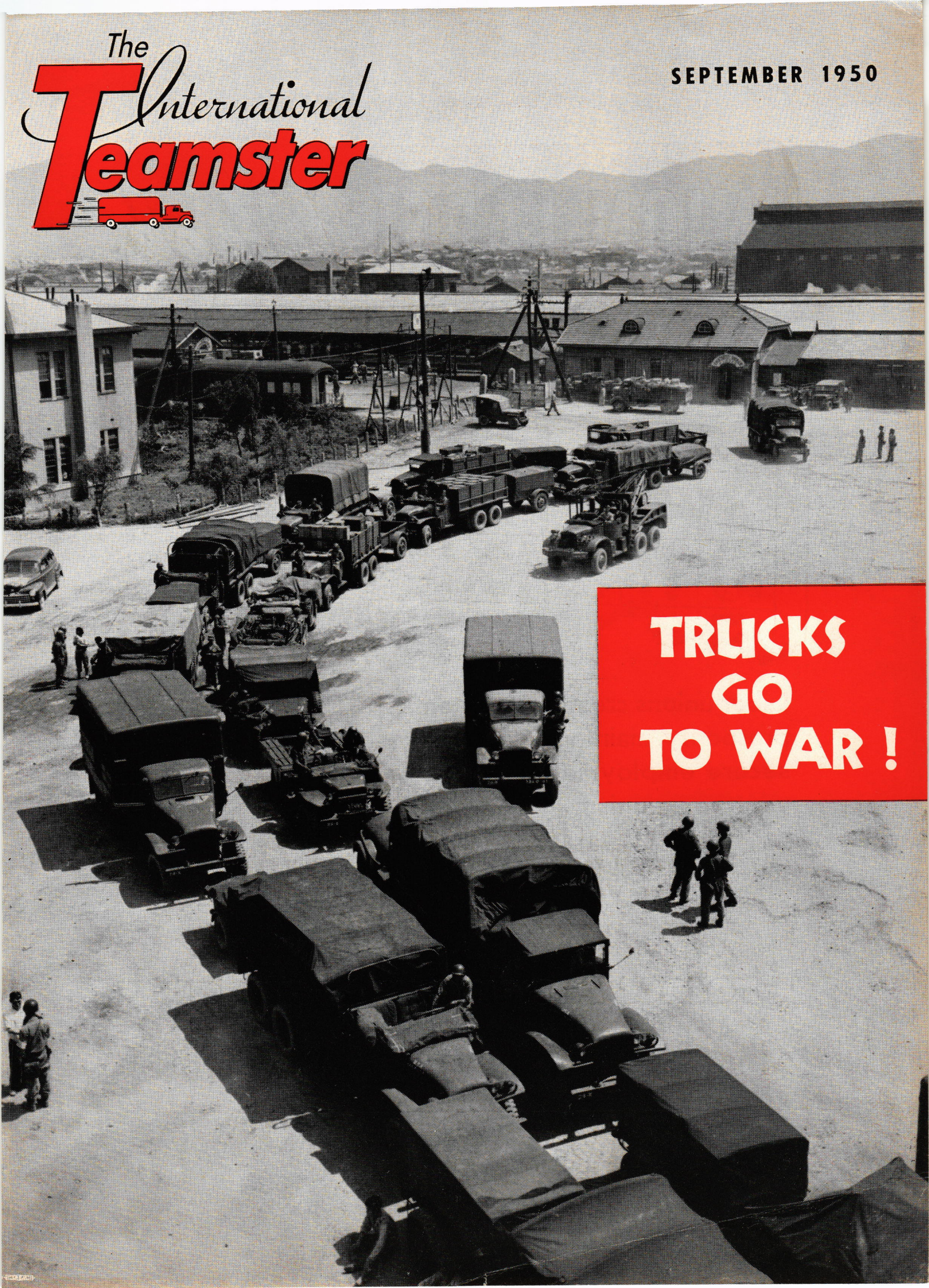
The International Teamster

SEPTEMBER 1950



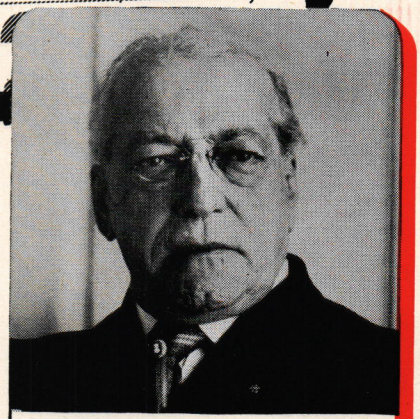
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The International Teamster

DANIEL J. TOBIN • *Editor*

THOMAS E. FLYNN • *Assistant Editor*

Vol. 47 **SEPTEMBER, 1950** **No. 9**

CONTENTS

Labor's Big Job—by Daniel J. Tobin..... 2

Gypsy Trucking Evils Presented..... 5

Miscellaneous Trade Division Conference..... 9

Labor and the World Emergency..... 10

Editorials 12

Trucks Go to War..... 14

Can We Save France From the Reds?..... 18

Reports of Teamster Progress..... 19

A Look Back at Social Security..... 24

Short Hauls 26

Labor Decisions 28

Listen Ladies! 30

New Products 31

Relax With Us..... 32

Costly Carelessness

Those who drive, whether they be engaged in trucking or are drivers of pleasure cars, have a special responsibility in helping to prevent forest fires.

A match tossed carelessly into dry grass by the roadside in a wooded area may spread into a dangerous fire causing great loss of a natural resource and perhaps of life.

Last year some 15 million precious acres of forests were burned over and property loss of a half billion dollars resulted.

We are coming into the season which is particularly dangerous for forest fires. August is usually a dry month in most areas and in September much of the green in the forests has begun to fade and turn. The fading green brings the possibility of new dangers from fire.

It is particularly important these days to conserve our natural resources, for it is on these resources that we base our strength and productive power. It is important that we guard the forests and other natural resources in peace and critically vital that we protect them in time of a national emergency such as we find ourselves in today.

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LABOR'S Big Job

By DANIEL J. TOBIN

ORGANIZED labor faces new tasks and new responsibilities in the current war crisis and in the years to come.

When Communist-led North Korea advanced downward past the 38th parallel, our world was drastically changed. We are not yet aware of the many ways in which our way of life is being changed by the decisions made as the result of the Korean war.

A few weeks ago labor and economic experts were casting an anxious eye on the problem of unemployment. Apprehension was mounting lest the list of "critical areas" designated by the Department of Labor increase in size, number and intensity. A relatively short time ago we were in a period of deflation, with falling prices, falling employment and problems of keeping our people at work as the chief characteristics.

Danger Ahead

Today the entire situation is different. We are in the midst, or rather in the early stages of a war economy with all that such a way of doing things means. Instead of sharp declines in employment, prices etc. we are faced with one of the most dangerous inflationary spirals in our history.

Today we are seeing a growing share of our income, of our productive capacity and of our manpower going into defense—defense preparations at home, equipment of fighting forces abroad and foreign economic and military assistance overseas.

Today we are beset with problems of such magnitude on the home and foreign fronts that the combined brains, skill and resources of all will be necessary to develop a constructive, courageous and effective program. Everybody's help is needed—labor, management, agriculture, the service industries and the professions.

Labor has a vital stake in the manner in which the current crisis problems are being met. Labor is the great repository of manpower—manpower for the productive machine at home and for the fighting machine overseas.

Labor, like other groups, has raised questions which apparently only time can answer: how about controls? When, how extensive, and over what segment of the economy will they be invoked? What about labor standards in a crisis? What will be the extent of mobilization? What is the cost of Korea and the future contemplated costs of rearmament? Is this the beginning of World War III?

These are only a few of the many questions being raised now in the emergency. Labor is no more at a disadvantage than any other group in seeking the answers. The present situation is so complex and so confused and the situation is so different from anything we have ever faced in our national existence that we will doubtless learn the hard way—through sheer bitter and costly experience.

Labor's Influence

In the midst of these confusions labor has many contributions to offer and many responsibilities to shoulder.

In the first place, labor can be a great stabilizing influence in the insecure time of crisis. The time is past when labor can be considered an incidental or inferior part of the community. Labor has earned a place of top priority with other leading factors in the economy and is receiving the place you asked for it.

How many controls we may have and how they may be administered and to what extent they may effect the economy is, at this writing, not yet known. The fight for controls with the various aspects of the situation eliciting all types of pressures indicates the complexity and the difficulty of any control program in a modern economy.

Pressure on Prices

Labor has called attention to the many danger signals in the price increases in the last few weeks. After the Korean invasion June 25, prices of many items began to soar. The speculator and profiteer began getting in their licks. The hoarder with the cash to buy, the place to store, and the desire to outsmart his neighbors began operations. Added to these factors were the panic buyers, not necessarily hoarders. All of these added together brought unusual pressure on the price situation and boosted the entire level.

When prices go up, the working people take a pay cut. And in a rising economy labor cannot afford paycuts. Thus labor representatives have led the fight to do something about prices which are getting out of hand.

All the comment on the price control situation has developed with a discussion of threats of a wage freeze. If we have price controls, we are likely to have wage controls something along the pattern the country had in the 1941-45 period.

There is real danger in excessive containment of wages through a wage freeze, and one of the big jobs labor must do is to watch the type and extent of wage controls which may be invoked.

But there is a type of control in which labor can be of real help in securing—profit controls. We are certainly in the era of high—and going higher—profits. The WALL STREET JOURNAL made a special study recently of 321 corporations. This study showed, after taxes — repeat *after* taxes — that profits were averaging 46.5 per cent above profits a year ago and 31.8 per cent above earnings of the first quarter.

Autos, iron and steel were profitting by 57 per cent above a year ago.

Aircraft manufacturers increased their profits by 117 per cent above the first quarter of this year.

Minerals and mining profits in the last 12 months have soared nearly 500 per cent.

Labor must assert its power in seeing that profits do not run away with the rest of the economy. We often hear a lot of talk about "Taking the profits out of war," but it remains mostly talk. War still remains profitable, but the situation in the world today is so serious that the nation should do more than talk —and labor should help stiffen the backbone of Congress in seeing that profits get a decent curbing. Labor is not against fair and reasonable profits—we know our employers have to make money if our people are to have decent jobs. We are against the unconscionable profits which are out of all proportion to a fair return on investment.

The Big Obstacle

Labor has called attention repeatedly to the fact that the Taft-Hartley law is a real obstacle to complete union activity. The Hobbs bill is as bad for our union as the Taft-Hartley law. The Hobbs bill was designed against the Teamsters especially. The Hobbs bill must be repealed or strongly amended in behalf of the Teamsters or else the Teamsters and their families—2,000,000 at least—will not be convinced of their obligation to the nation by going to the polls. The nation as a matter of policy, in Federal and state law, has recognized the place of unions and of collective bargaining. Yet the Taft-Hartley Act, as new interpretations come out, is proving to be a real impediment to labor in doing its full job and making its greatest contributions to the productive machine.

New interpretations widen the scope of oppression of that law and narrow the field of operation by labor. In this issue of the INTERNATIONAL TEAMSTER a discussion of the interpretation by the National Labor Relations Board indicates that the right to picket is being greatly proscribed.

Labor cannot be expected to do



With the world emergency focusing national attention on organied labor and its potential role in any future mobilization plans, unity talks between the AFL and CIO which got underway recently held unusual interest. Here, representatives of the two labor groups are shown at a conference. Left to right: President William Green of the AFL; President Daniel J. Tobin of the Teamsters; Allan S. Haywood, CIO vice president, representing President Philip Murray, and Walter P. Reuther, CIO vice president and head of the CIO Auto Workers.

Attention, Nevada Voters

To the members of our several Local Unions and their families and friends in the state of Nevada:

I am anxious that you do everything you can to help Senator Pat McCarran, who is up for reelection this year. Senator McCarran, while we differ with him slightly once in a while, has an outstanding record in the United States Senate against the Taft-Hartley and other dangerous laws enacted against labor in recent years.

We have lost two outstanding members of the Senate who always fought for labor—Senator Pepper of Florida and Senator Graham of North Carolina. These two men never minced words in behalf of the workers. The went down in defeat. We do not want to lose Senator McCarran. I, as President-Editor, want nothing personally from this gentleman or any other political leader. But it is my duty, as your International President, to advise you as to what is going on, and as to what I think you should do in the interest of organized labor and the Teamsters.

DANIEL J. TOBIN,
International President.

its full job as long as the Taft-Hartley law is on the books. That law must go. Business cannot expect to get everything that labor has to offer while at the same time it pressures Congress to keep Taft-Hartley.

During this crisis there are other ways in which labor can help in the overall economy as well as providing manpower and guidance. This is a political year and labor should exercise the right to vote. Taft-Hartley will remain on the books until we elect the right kind of members of the Senate and the House to wipe it off. We should remember that we can only get decent labor legislation by having friends in Congress. We have many friends on Capitol Hill who work for us week in and week out. These people take a lot of abuse for being for labor. The least we can do is to show that we appreciate their fine work by reelecting them. There are others on the Hill who should be replaced—the pro-Taft-Hartleyites. We show our appreciation for their adverse attitude by retiring them from office and electing friendly members.

Voting is not the only civic responsibility of trade unionists. Members of organized labor groups have a responsibility to participate in civic affairs at every level of our nation—from the local school board to membership in Congress. Labor can do a great job for itself in times of calm as well as in times of crisis, by becoming active in local community organizations.

There is more than one type of subversion—some activities which have no connection with Moscow can be subsersive insofar as labor aims are concerned. Labor must, therefore, keep in the forefront of public affairs at all levels. Labor must counter anti-labor propaganda.

And speaking of subversive activities of the Communist stripe, this is a fight which must be carried on relentlessly throughout the world. Labor has shown that it will have nothing to do with Communists on the home front. But there is a big job to be done elsewhere. The American Federation of Labor and its affiliates have been active in the fight against totalitarianism the world over. Of especial importance is the International Confederation of Free Trade Unions organized last year. This alliance of the working people of the free world is one of the most important international developments of our time. Previous reports on this organization have appeared in the INTERNATIONAL TEAMSTER.

It should be noted that the ICFTU has been active in working on anti-Communist programs in many parts of the world.

The work of the ICFTU is of great importance to the forces of the United Nations in the present Korean crisis. Labor can do well by lending every possible support to the International Confederation.

There is a greater need today than there ever has been for the American labor movement to extend the hand of brotherhood to other fellow workers overseas. The menace of communism is world-wide—it must be countered on a world-wide front.

The American labor movement has worked long and hard to win advances in wages, conditions and hours of work. Our job is to help other workers get advances in order that purchasing power can be raised and that workers can have benefits of their own toil. Communism breeds in an atmosphere of discontent, suffering and poverty. One of the best ways of fighting the world-wide menace of communism is to help raise the standards of workers throughout the world. This is particularly true of Marshall Plan countries in some of which the Communists have a strong following, especially in France and Italy. We have a real task ahead to do in connection with helping the workers of those countries.

Labor does not have all the answers to our current problems any more than does any other group. But labor can come as near figuring out some of the difficulties as any group—and can do a great deal better than most, it is safe to say. But labor is willing to do its full share in the emergency—to furnish manpower, to help stabilize, plan and operate the home front production machine, to participate in local, state and Federal public affairs as good citizens and to carry on a relentless fight against the insidious forces of communism here and abroad.

Legitimate Carriers Concerned

Senate Committee Told Fair Operators Are Being Crucified by Gypsy Practices; ICC Official Repeats 15-Year-Old Excuses

THE evils of trip-leasing and gypsy trucking were emphatically presented publicly in testimony before Senator Francis J. Myers of Pennsylvania in hearings which his subcommittee on Domestic Land and Water Transportation of the Interstate Commerce Committee held in Washington, D. C., in late July.

Testimony of Frank Tobin, director of Research of the International Brotherhood of Teamsters, appeared in last month's INTERNATIONAL TEAMSTER. Mr. Tobin had attacked the laxity in regulations enforcement by the Interstate Commerce Commission.

Admits ICC Laxity

Mr. Tobin's charges were underscored by other witness before Senator Myers' subcommittee. One of the most dramatic admissions which developed in the hearings was elicited from Interstate Commerce Commissioner John L. Rogers under the pointed questions of Senator Myers. The hearings developed the following:

1. Admission by Commissoner Rogers that the ICC had been lax in regulations enforcement and that trip-leasing is considered by many a real menace to legitimate operations.

2. Testimony by John L. Lane, director of industrial relations of Associated Transport, Inc., largest motor highway common carrier in the general commodities field, which revealed the concern of the legitimate operator.

3. Testimony by Michael Adley, treasurer of the Adley Express Company, to the effect that legitimate carriers are being crucified through gypsy operations.

4. Testimony by two former owner-operator truckers revealing the practices necessary for survival in the cut-throat gypsy trucking field.

The net effect of the testimony added up to showing the evils of gypsying insofar as legitimate trucking operations are concerned and the drivers' and the public's health and safety are affected.

Commissioner Rogers returned to testify before the subcommittee in order, he said, "to comment briefly upon the testimony of Mr. Frank Tobin before the committee on July 13." The Commissioner devoted considerable time in apologizing for the failure of the Motor Carrier Bureau of the ICC in enforcement. He laid the blame to curtailed personnel and failure to obtain sufficient budgetary appropriations from Congress. (He still maintains the excuses he has been making the last 15 years.)

In his testimony both in direct comment and in answers to questions, Commissioner Rogers confirmed statements which had been made by Frank Tobin before the subcommittee. Rogers said, "Now, departing from my statement, briefly, I find no exception to the general theme which is included in Mr. Tobin's statement . . . and again, ". . . Basically, Mr. Tobin's comments as to conditions in the industry do not differ greatly from those made by me in my previous appearance, although his emphasis was different."

Runaround Fails

Commissioner Rogers' testimony was slanted so as to give the impression that the Teamsters' Union was the only party protesting the inefficiency of the Motor Carrier Bureau. Fortunately for the public and for an understanding of the true facts of the situation Senator Myers did not let the witness get away with leaving this impression. Myers did not lose sight of the fact that large and important elements of the trucking industry did not hold the conduct of the Motor Carriers Bureau in high esteem.

Senator Myers, in calling attention to the complaints made against the Bureau, commented to Rogers, ". . . my questions were directed to you to see if it were not possible to, or whether the Commission had examined it deeply enough, or whether they had been doing all they could to enforce the safety regulations. I think it is a very important matter before us. This testimony came from not only union people but from a number of operators and I thought it was something that should be

Editor's Note

Testimony before the Subcommittee on Domestic Land and Water Transportation of the Senate Interstate Commerce Committe is bringing to public attention many of the evils of gypsy trucking and the lack of enforcement of Federal regulations by the Interstate Commerce Commission.

In last month's INTERNATIONAL TEAMSTER the testimony of Frank Tobin, director of research of the International Brotherhood of Teamsters, appeared. With this issue the testimony of Commissioner John L. Rogers of the ICC and a report on testimony by two truck drivers and two major trucking operators is presented. This information is imporant to all members who wish a full understanding of the gypsy menace.

brought to your attention. I feel that there is something that can be done by assigning some of your men to the bad cases to teach them a few lessons, so that in the end much good could be accomplished."

The anti-union bias of the witness was brought out in other points of his testimony. In his statement before the committee Frank Tobin had called attention to the failure of the ICC to cooperate with the Chicago police in cleaning up the situation which was characterized by lax enforcement and rampant safety violations.

Asked to Comment

Senator Myers asked Rogers directly to comment on the Chicago incident. The Senator said, "Mr. Tobin testified that he was at the Bureau of Motor Carriers with two of their people. I guess they are business agents to which you referred, from Chicago, in the Truck Drivers' Union in the Provision Market in Chicago. He (Tobin) said, 'We requested Mr. Blanning, who is Director of the Bureau of Motor Carriers, to designate an inspector from the Bureau to cooperate with the Chicago police and with our union, to clean up the faulty situation in the Chicago market, and he refused to cooperate, saying it was impossible, with the funds at hand, to cooperate at that time with the City of Chicago police.' "

In reply to Senator Myers, Rogers said, ". . . I was just a little dubious as to what the business agents might have had in mind, that what they might have had in mind was more of a membership campaign than it was the promotion of safety. That is what was in the back of my head and that is the reason I turned it down."

Senator Myers commented, saying, "If you were convinced that the Chicago police could be greatly assisted by the commitment, for a certain period of time, of one of your investigators to clean up a bad situation there I am sure you would have no hesitancy to do it."

Rogers could only give an affirmative answer, but he added, ". . . but if you are going to cooperate with the Chicago police I would not want the business agents of the Teamsters going along harassing these drivers. I would go along with the Chicago police."

Myers observed, "I think you should look into that matter further and see if that were a matter where some real work could be done."

Rogers could not help getting another dig in at the Teamsters in his reply when he said, "We are cooperating with everybody we can. We have to be awfully careful, both as to the Teamsters and any other organization, organizations of the character of this, that we are not used as tools to promote some other purpose than that which we are supposed to promote."

It should be observed that at no time, however—up to the present—has Commissioner Rogers or the ICC gone to the Chicago police in an effort to cooperate with the police solely. It is evident that Commissioner Rogers is more interested in blocking the Teamsters Union than he is in promoting public safety.

He's for 'Education'

Rogers attempted to tell Senator Myers that enforcement is best achieved through indirect or educational means. He said, "In the opinion of our highway safety specialists, the best results per man are obtained by the devising an encouragement of safety programs by operators of fleets, by educational and promotional work with groups of drivers, and by suggestions to manufacturers of vehicles and consultation with technical automotive groups." (Apparently he claims for the ICC the results of the insurance companies' activities.)

After testifying that the Commission has 24 safety inspectors who specialize in highway safety work ("one man for each 900 authorized carriers operating 10,000 vehicles and for the correspondingly larger number of exempt and private carriers"), he said, "Under these conditions, we find we can obtain better results by encouraging safe operating practices by carriers, rather than confining our work to attempt enforcement of specific rules." (This is being done by insurance companies and others making unnecessary the Motor Carriers' Bureau's existence.)

The witness evaded various specific issues brought up in the testimony. He refused to comment on regulations which have been adopted by Division 5 of the ICC because he thought it "not proper for me on this occasion to discuss the merits of the various proposals."

When he had completed his statement and apparently thought he was finished in the subcommittee, Senator Myers raised again the rules promulgation under Division 5 and asked for the witness' comment.

In answer Rogers said, "The decision was by Division 5 and there are undoubtedly going to be petitions for reconsideration, and we would have to consider it and vote on it again, so I would hope to be relieved of commenting on that decision in view of the job I am going to have to do.

Senator Myers said that "We have had some testimony before us, Commissioner Rogers, that gypsy operations are competitively ruinous to the motor carrier industry. Would you care to comment on that matter?"

He ducked the question and said he could not answer without disqualifying himself and asked that W. Y. Blanning, Bureau Director, answer. When the bureau chief answered he said there were good aspects and evils to trip-leasing.

Can't Enforce Safety

Senator Myers drew attention to testimony which indicated that trip-leasing may be dragging the whole industry down. Blanning referred to the ICC report, saying ". . . the report we made, and I think it is generally admitted, is that the gypsy operator does not observe hours of service, and does not usually observe

any of the safety regulations or safety practices that are usually observed by even the same gypsy if he becomes regularly employed by some motor carriers. There is no way that we have yet devised by which the motor carrier can see to it that the gypsies observe safety regulations."

Senator Myers in commenting to Rogers and Blanning sympathized with the need for more personnel, but in his observations and questions he remarked sharply that apparently the ICC was not doing all it could with its present staff. He said, "I know with a limited number of inspectors you have a difficult job and I sympathize with you, but even with 26 inspectors, if they are used properly and they follow through in all these cases that are serious cases, these fellows will know you mean business, but if it is just a case of local law enforcement they know, with your limited staff, you haven't probably been able to follow up. I think if the Commission would make up its mind to make an example of a few of these violations the others might fall in line, and if not all of them, then some of them will."

A lack of complete familiarity with the motor transport industry might be inferred from one of Commissioner Rogers answers to a question from Senator Myers.

Chairman Myers of the subcommittee had said, "I believe you previously testified that there were some 4,000 applications for new or increased operating rights before the Commission.

Can't See Connection

After Rogers agreed he had said that Senator Myers asked, "Well, if that is true, if there are that approximate number of applications, might it not be even a waste of time for the Commission to act on these applications, if there are several hundred thousand gypsies running around on the highways?"

Rogers answered, "Well, I don't see the connection between the two."

In discussing enforcement procedure, Rogers turned to the chief attorney for the division, James A. Murray. He said that revocation of ICC certificates was cumbersome, slow and in the main not too effective. His explanation caused Senator Myers to observe, "This is a frightening thing. If these men can violate the law and disregard all safety regulations and yet nothing can be done about it, it is a frightening thing, with so many on the highways where that could happen. I certainly think if the Commission would give thoughtful consideration to it, or at least go through the procedure that you have indicated and then follow it up by putting some inspectors on his tail, particularly the certificated carrier, and watch him for two or three months, if you do that in two or three cases then the others will realize you mean business and it will have a salutary effect on the entire industry. The mere fact that they don't know just when you may put one or two inspectors on the tail of the individual will have such an effect on the entire industry that it will lead some of the certificated carriers to look more thoroughly into these gypsies that they employ and not just disregard these matters entirely."

'Somewhat Difficult'

When Murray said "the requirement that we prove a carrier wilfully violated the order is somewhat difficult to carry out," Chairman Myers replied, "It is a difficult problem. I feel in some instances, because it is so difficult, the whole problem has been ignored, merely because you feel it is apt to be a little hard to criminally prosecute."

When asked by the chairman if he thought there is a relationship between the safety record on the highways and the increasing number of gypsies, Rogers again declined to answer saying, "I don't want to comment on this leasing thing too much for the reasons I have previously stated."

Failure of inspection of trip-leased vehicles and excessive hours of services were subjects of pointed questioning by the sub-committee chairman. He observed to Commissioner Rogers that legitimate carriers who own their own equipment and are put to the expense of proper maintenance and compliance with safety regulations are put to an unfair advantage as against gypsy owners. The Senator said he believed the situation wholly unfair to the legitimate operator. Rogers again evaded a direct observation or answer and said "Well, all I would care to say about that, if those facts were in issue, the place to speak out would be in this formal proceeding."

Manned by Rail Experts

Some observations were made by the ICC commissioner on the comparison between railroad and motor truck interstate regulations. It is apparent from Rogers testimony that the Bureau of Motor Carriers is manned by personnel shifted from the railroad section of the ICC and the personnel knowing only railroad regulation has attempted to superimpose it on the motor carrier industry and in doing so have by their own admission faltered. It is the same old story—you can't fit the same old shoe to every foot.

Near the close of Rogers' testimony, Senator Myers, in commenting on the general situation, said, "I do think this is a matter which really requires your serious consideration, because it seems to me that there are more and more trucks on the highways and probably more and more of these gypsies on the highways, and that the general public does not understand the situation. When they are driving on the highways they think they will have some protection, not only from the Federal Government and protection from local enforcement authorities, but protection from these carriers themselves. They expect carriers to operate their vehicles in accordance with safety regulations.

"It worries me," Myers continued, "that they are just probably running wild, most of them, with no real at-

tempt being made to enforce the safety regulations which are now in existence. I do think if you made an example of a couple of them and if you would use what staff you have to that end, as difficult as your problem is, you might correct some of these conditions."

Disaster to legitimate motor trucking operations was forecast by Michael L. Adley, treasurer of the Adley Express Company, Inc., New Haven, Conn. Adley told the committee he is or had been president and a director of the Connecticut Motor Transport Association, president of the Motor Carrier Council, a tri-state regional group of common carriers, and a director of the Eastern Motor Freight Bureau. His past connections with the industry and the operations of Adley qualified him to speak with authority on the gypsy menace, observers at the hearing agreed. The company operates 425 vehicles and has eleven terminals and uses no gypsies in its operations.

In comparing costs and problems of the legitimate operator as against the gypsy, Adley said, ". . . the gypsy operator has no substantial investment in equipment. He has no personnel problems, and therefore no personnel screening or training. He has no overtime, no vacations, and no paid holidays. His administrative costs are minor. He has no complicated insurance problems, no unemployment compensation and no social security taxes, no accident, sickness or other benefits to provide employees, no vehicle registrations to pay, no maintenance shop to operate, and therefore, no investment in machinery and equipment, as well as mechanic's labor. His cargo loss and damage claims are usually sustained by the gypsy."

Differences Cited

Calling the foregoing "the obvious things" about gypsying, the witness continued to point out differences in legitimate common carriage and gypsy transport.

"We know that gypsies are exploited," he said, "They are compelled to keep their equipment running regardless of condition. They must run excessive hours with excessive loads. Even if they know their equipment needs attention they do not have the time to take care of it. . .

"Every fleet owner whose drivers belong to a union has another check on the condition of his equipment, There is no union contract that does not contain a clause giving the employee the right to refuse to work on a vehicle which is defective in condition or equipment . . . there is another clause which forbids a driver to operate at an excessive speed schedule or without sufficient rest or in violation of law or ordinance. Compare this protection against the unrestrained, uncontrolled freedom of conduct of an owner-operator."

"The gypsy operator also gets the cream of the motor freight business while the legitimate carrier has to take the miscellaneous loads. And the conduct of the gypsy leads to the wrecking of the normal freight rate structure.

Resort to Same Practice

"If these gypsy operators are permitted to continue, eventually, every present legitimate owner will have to resort to the same practice in order to survive. He will either sell his present equipment to owner-operators or, gradually, as he is required to make replacements, resort to gypsies to carry freight.

"And when this happens," Adley observed, "not only will the motor carrier industry suffer, but the entire economy of the nation. There can then be no dependable, sound every-day motor transportation of property."

After discussing the gypsy problem, Witness Adley made other observations on problems facing both the public and the trucking industry. He blasted the railroad campaign against trucking and said the railroads are "trying to build up in the minds of the public a resentment against trucks on the theory that trucks damage the roads and that motor transportation and other competing forms of transportation are being subsidized at the expense of the public."

Calling the solicitude of the railroads insincere, Adley said the real purpose of the railroads is to force additional expense upon competing forms of transportation and raise freight rates and still be in a competitive position. In other words, they want to do the *taxing* of industry and the consuming public, thereby protecting themselves against their own inefficiency.

'Shortsighted Policy'

He also attacked the practice of taxing bodies of diverting highway taxes from highway uses to other expenditures unconnected with highway maintenance and improvement. He called the policy of diversion "shortsighted" and said "it ultimately aggravates the existing problem of lack of sufficient highways and properly maintained highways."

When John J. Lane, industrial relations director of Associated Transport, Inc., testified he said he had read the testimony of Frank Tobin and Michael Adley and said the facts as stated are true. Associated, he said, is the nation's largest general commodities common carrier and in 1949 the organization hauled five billion pounds of freight.

"We, like many other companies," Lane testified, "have been forced on occasion by competitive conditions to use so-called gypsies. Less than 5 per cent of the equipment we use is handled by these owner-operators or gypsies. Despite this, however, we feel they are an undesirable factor in the motor freight industry. Trip leasing should be abolished and we would also approve rules by the Interstate Commerce Commission which would require all drivers to be employees of the company for whom they are driving or by whom they are leased. We also believe that the method of compensation by which the lessor is compensated for his equipment by a percentage of the revenue should not be permitted."

He concluded by saying that, "It is our belief that the fundamental basis of this criticism (of trucking) would be greatly reduced if the use of gypsies were eliminated and trip leases prohibited. This could be partially accomplished by requiring so-called owner-operators of equipment to become employees of the common carrier accepting the freight and authorized to run over given routes."

In his statement to the subcommittee, Ralph Nordan, a truck driver of Baltimore, Md., gave his experience on the total disregard of Interstate Commerce Commission rules and regulations. He said, "I have found a complete lack of respect which the motor freight industry has for the ICC. In all the years since the Motor Carrier Act was passed, I have never been stopped by ICC inspectors nor have I seen any sign of the ICC inspecting any other driver or his equipment."

Referring to the days during which he drove his own equipment he said, "When I drove my own equipment I made out my log book to suit myself, making it out to conform to the rules of the ICC and I never worried about the ICC catching me. But most of the time I did not even make out a log. During the entire time that I drove my own equipment, I never bothered to take a doctor's examination although ICC requires an examination annually and a copy kept on file by the employer. No company ever made me show a doctor's certificate. In all the time that I drove my own truck, no company I hauled for ever asked to look at my log."

He referred to the Baltimore situation in motor transport and said that today 10 per cent of the Baltimore traffic moves in Baltimore trucks and 90 per cent in gypsy vehicles. Formerly 50 per cent moved in Baltimore trucks.

He told about his experiences in buying equipment and about the necessity of hard work to keep up payments. He said the only time

(Continued on page 29)

Ray Leheney Named to Post

West Coast Teamster Appointed Director Of AFL Union Label Trades Department

A West Coast Teamster who came up through the ranks to become director of public relations of Joint Council No. 42, Los Angeles, has just been chosen secretary-treasurer of the AFL Union Label Trades Department. He is Raymond F. Leheney, who fills the vacancy created by the death of I. M. "Dick" Ornburn. (The Union Label Trades Department is the agency set up by the AFL to promote the use of the union label, and is the sponsor of the annual Union Industries Show.)

Brother Leheney, who has held many important positions in the West Coast labor movement, was publicity director of the 1949 Union Industries Show held in Cleveland. He also has been in charge of the colorful exhibits of the Teamsters at every one of the outstanding AFL exhibitions.

Brother Leheney is a member of the Civilian Defense Commission for Southern California; regional vice president of the California Safety Council; a director of the Community Chest of Los Angeles; and the holder of other appointive posts in federal and state agencies.



RAY LEHENEY

Good Attendance Expected for Chicago Meet of Miscellaneous Trades Division

A REPRESENTATIVE attendance from all parts of the United States is expected at the Chicago Conference of the Miscellaneous Trade Division September 13, 14 and 15. The meetings will be held at the Palmer House.

The following categories of the Miscellaneous Conference jurisdiction will be discussed during the three day sessions:

1. Food sale drivers, including frozen foods, mayonnaise, cheese, pickle products, meat, tobacco, confectionery and miscellaneous driver salesmen driving trucks who call on retail food and tobacco outlets. This will not include those handling exclusively bakery products, milk or beer.

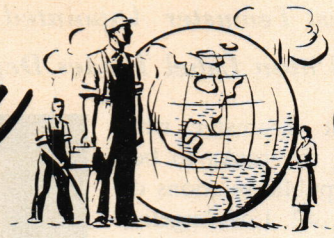
2. All types of drivers who deliver vending machines and the merchandise dispensed by these machines.

3. Outside or advance salesmen of all types who drive passenger cars and who sell but do not deliver to retail food, tobacco and beverage outlets.

4. Miscellaneous drivers, including all studio, radio, television, film, armored cars, newspaper and periodical drivers and circulation department employees, florist drivers, retail grocery drivers, motor cycle drivers and messengers.

If union representatives who expect to be present have not received their official notice and reservation card, they can write the Palmer House directly requesting accommodations.

Labor and the WORLD EMERGENCY



Statement by the Executive Council of the American Federation of Labor

THE unwarrantable and unjustified invasion of South Korea by Soviet Russia cannot be regarded as an isolated incident. Communist aggressors may start another conflict at a number of key points whenever their leaders determine the time is opportune: Indeed Soviet Russia and her satellites would not hesitate to attack the United States directly if they believed they could do so successfully. Our national program and that of free democratic nations of the world must therefore be sufficiently broad and inclusive to meet any and all of these contingencies. It cannot and must not be confined merely to the immediate needs of the present situation of Korea.

Curtailment of Economy

When the United States undertook its defense program in 1939, we had idle factories, unemployed workers and copious supplies of materials available. Today, with peacetime industrial production at an all-time peak defense orders for new equipment cannot be fllled without curtailing a substantial portion of our going national economy.

Foreign Aid Essential

Our foreign aid program is an integral part of our national and free world defense program. The ECA and Point Four programs supplement our defense effort and are equally essential to combat the Communist threat to world peace. They cannot be curtailed without inviting danger to ourselves and the free world.

Must Mobilize

These considerations lead to the inescapable conclusion: We can no longer safely continue on a "business as usual" basis. We must mobilize for defense. We must increase our production and adjust our economy to meet our needs and those of the free nations of the world.

No Painless Way

There is no painless way to make the necessary changes in our national economy. The defense program initiated has already precipitated a wave of speculative buying, unjustified price increases, hoarding, and a serious threat of runaway inflation. Prices of basic commodities have advanced 15 per cent since June 23.

Unchecked Inflation

These trends and developments cannot continue without serious consequences to the well being of all our people. It is evident an unchecked inflation can and will wreck our defense program. It can only help those who wish to weaken and destroy our order and institutions. We must deal with this problem promptly and realistically. To meet this situations the Executive Council of the AFL offers the following program.



We realize that inevitably wage controls may become necessary. However we would point out that any attempt to freeze wages at present rates would do an irreparable injury to the economy and deal unfairly and unjustly with the wage earners of our land. Wages have already fallen far behind the rising cost of living. Wages there-

fore must be permitted to rise through the process of collective bargaining and otherwise, to meet these higher living costs and to establish a basis of parity. Wage adjustments must embrace as well compensation for increased productivity and in addition machinery must be provided for the adjustment of labor disputes and adjustment of grievances and labor must be adequately represented on such boards or commissions.

(Subsequent to the Executive Council's statement, AFL President Green suggested to President Truman that wages be permitted to rise about 13 per cent above the present level before any attempt is made for stabilization. Mr. Green pointed out during his call at the White House that retail prices had risen about 13 per cent since the Korean fighting began, while wages have not advanced at all. Regarding a "roll-back" of prices, the AFL official said such action was unlikely and that it would be vastly more complicated to reach a wage-and-price level in that manner than to grant a wage rise.)



The President should be given standby powers to ration consumer goods whenever shortages develop and to regulate heavy industries and allocate scarce materials so that defense needs will have adequate priorities.



Taxes must be increased, on a basis reflecting a genuine equality of sacrifice. There must be effective excess profits tax because the best way of combating inflation is to take the profit out of profiteering. Tax loopholes should be closed, estate and gift taxes should be strengthened. Congress should enact a progressive schedule of income tax rates, in accordance with ability to pay, as recommended to the Senate Finance Committee by the Tax Committee of the AFL.



Price controls should be put into effect as soon as possible at levels prevailing during the month of June preceding the outbreak of the Korean war.



There is no need for compulsory and rigid manpower controls. The problem of providing sufficient trained workers to man defense industries can be best solved by the voluntary cooperation of labor, management and Government representatives. Any attempt to draft workers for jobs in private industry, operating for private profit, will defeat itself and prove disastrous to the war effort.

Program Calls for Effective Cooperation

The foregoing program is not an easy one for the American people to take, especially as there is no present indication as to when the defense emergency may terminate. However, we are ready to make every necessary sacrifice to prevent a Third World War. And we are certain that the only way to prevent such a war is to achieve an overwhelming superiority in armed strength on the part of the democratic nations of the world over the forces of Communist aggressors.

In this national and world emergency in order that labor may exert its full influence in maintaining peaceful bargaining relations with employers, enhance production and all other ways render service to our national government it is important that the Taft-Hartley law with its unfair and unjustified restrictions upon trade union activities be annulled. Repeal of this obnoxious and undemocratic restrictive law is important and essential if we are to advance and further real and effective labor-management cooperation in the emergency which now faces the world.

EDITORIALS

Needed—Real Enforcement

The United States Senate Committee on Interstate and Foreign Commerce has just concluded a long and exhaustive investigation of problems confronting our national transportation policy. The Teamsters Union was the spearhead in focusing the attention of the Senate upon the real evils in the trucking industry as opposed to the several self-serving elements, both within and without the trucking industry, which would prostrate the industry for their own ends.

The railroad interests have been promoting the imposition of weight limitations on motor vehicles by charging that the trucks are ruining the highway structures; of course, by such pious prattle they hope to reduce the competitive threat of motor freight transportation. The Teamsters Union insists that weight limitations should be imposed for the purpose of protecting highways and not for the purpose of making truck haulage unprofitable. Teamsters' witnesses testified that "With tire sizes according to specified limits, 22,400 to the axle" is permissible for all properly constructed highways.

The Teamsters' Union reasserted itself as the authoritative spokesman for the trucking industry: its witnesses included leaders in the trucking industry as well as truck drivers of long experience. Our witnesses were in complete agreement on all phases of the industry.

The self-alleged representatives of the common carriers, contract carriers, and private carriers were criticizing each other unfavorably and charging that each was attempting to protect its special interest at the expense of the public and each other—a sad mess, we must say.

In last month's INTERNATIONAL TEAMSTER the statement presented by the International Brotherhood of Teamsters, was published. With this issue, beginning on page 5 appears a report with further information presented before the subcommittee on Domestic Land and Water Transportation. This article should be "must" reading for everyone who desires an understanding of what we are up against in this gypsy trucking evil. We are not only fighting outlaw truckers, we are also up against prejudiced, ineffective and incompetent forces in the ICC.

Of major interest is the attitude and conduct of the Interstate Commerce Commission as revealed in testimony by one of the Commissioners, John L. Rogers. Strong anti-union, or more particularly anti-Teamster, bias is brought out in his manner toward the probing questions of Senator Francis J. Myers, subcommittee chairman.

Rogers attempted to leave the impression that only the Teamsters were complaining about laxity of regulation, but he didn't get away with that one. Senator Myers called him on that and pointed out that responsible elements of the motor freight industry were complaining about the ineffective job being done by the ICC.

The commissioner also tried to evade responsibility for failure in extending cooperation to the Chicago police on the ground that he feared he would be helping the Teamsters organize if any business agents were along. And again the chairman pointed out that help should be given in the Chicago situation.

While agreeing with the main basis of Frank Tobin's statement, Rogers displayed plainly—and perhaps unwillingly—the whole shabby performance of the Motor Carriers Bureau of the ICC. It is clear from Rogers' admissions and from testimony of other witnesses that a bad job—a very bad job—is being done for the public and for the taxpayers in terms of safety regulation enforcement.

Everyone who has an interest in a sound and legitimate motor trucking industry in this country should be horrified at the conditions as they exist today. The admissions of Rogers together with other evidence presented emphasized the long overdue need for real reform in the ICC.

Beware of Phony "Peace"

The Soviet Union is sponsoring the phony peace effort through what is called the Stockholm Petition.

The document was developed and promoted by the World Peace Congress or "Peace Partisans" under the chairmanship of Frederic Joliot-Curie, famous French scientist and avowed Communist.

The document is headed: YOUR HAND CAN STOP ATOMIC WAR! SIGN FOR PEACE!

The Communists are promoting this document as a world-wide propaganda scheme. A recent report indicated that the USSR had acquired more than 273,000,000 signatures.

Working people of the world should beware of this phony peace effort. The Russians have apparently tried to kidnap the word "peace" in these days just as they took proprietary right over the word "democracy" through several front organizations a few years ago. It all adds up to the same thing—an attempt to becloud totalitarian designs and imperialistic aims through appeals to what every human being wants—peace.

The free nations should not be taken in by such propaganda attempts—we all want peace, but not the kind that the USSR wants. Real peace is worth working for and fighting for—we want none of the Soviet's phony "peace."

Utilizing a Great Resource

With a stepped-up economy and new needs for manpower becoming daily more apparent, the nation must utilize all the worker resources it possesses.

More and more of our younger workers are being called to duty. We cannot say how many will be needed, but enough are being called to make a real difference in the labor force of the country.

This means that we have to tap every manpower resource we can possibly find. This means that we will have to call upon many who are normally not part of the labor force. It also means that we can and should find a place in our production machine for many thousands of physically handicapped who have ability and willingness to work but who have been kept from a useful job by prejudice.

No Margin for Error

In the transportation of explosives there is no margin for error. Bad packing or faulty loading or some other oversight can lead to disaster. And the extent of the disaster can only be determined by the volume of the explosive available for discharge.

A Government investigating board recently decided that in the disastrous South Amboy explosion of May 19, which cost 31 lives and injuries to 200, several elements of carelessness were present.

Wrong identification of two carloads of dynamite led to a circumvention of explosive handling regulations and failure to remove from the pier loaded lighters added to the extent of the disaster. Whether or not there is prosecution remains to be seen.

But prosecution and reports cannot bring life back to those killed or heal the many who were maimed. The Amboy tragedy points up the extreme care which must be taken in all phases of explosive transport—in packing, labelling, loading, transporting.

The International Brotherhood of Teamsters has a number of skilled explosive materials drivers—they know better than anyone that there is no margin for error when you are hauling explosives.

A Shocking Labor Situation

The President's Commission on Migratory Labor has been learning directly of the shocking labor conditions in the fruit, vegetable and specialty crop areas of the country.

One of the most damning pieces of evidence to be submitted came in testimony of Dr. Ernesto Galarza, research director of the National Farm Labor Union (AFL). He blasted the large corporations in the West and charged that they are trying to keep a surplus of labor in standby condition in order to beat down wages and costs.

Citing the California agricultural operations, Dr. Galarza said, "California agriculture is controlled, directed and master-minded by a group of principalities whose only worry, for the moment, is the Russian knapweed.

"The corporation farmers," he said, "are well organized for the purpose of advancing their economic and political interests through a series of growers' associations. The entire system of farm payments in California is in a state of calculated confusion. There are solemn commitments to pay a prevailing wage that does not exist. One of the major objectives of the contracting of nationals and the hiring of illegals is to freeze and further depress, if possible, the starvation level of farm wages."

The Teamsters know as well as anyone how western agriculture operates. Organizers in our craft have been active for many years and we all know what an uphill battle it is to get a decent break for the back-breaking toil required to harvest the many crops of the West.

Dr. Galarza has done a real service by bringing into the open some of the shameful facts of a shocking labor situation.



TRUCKS GO TO WAR

AMERICA'S muscles of defense are rippling once again to the task of defending freedom and, as in World Wars I and II, trucks are assuming vital war roles.

In every link of the nation's vast mobilization chain, trucks have strategic assignments—moving raw materials to the factories, transporting finished equipment to ports of embarkation and—in the war zones—rumbling to front lines with men and supplies.

On the home front the wheels are kept rolling by the trucking industry; in the combat areas overseas, the job is done by the Army Transportation Corps.

One of the important strategic assets of the United States is its highway network, and the movement of cargo by American trucking concerns over that highway network. Extending over three million miles into every state and county, there is scarcely a community or activity that is not accessible by highway.

Great as our highway system is, it is deficient by comparison with today's requirements. It has been outdistanced by the phenomenal growth of the automotive industry, and today the trucking industry is playing an important part in the flow of cargo to the Far East through Army Ports of Embarkation at Seattle and San Francisco on the west coast.

The ever-increasing flow of cargo and personnel to the Far East Command is increasing the great responsibility of the Army Transportation Corps to coordinate the hauling of this cargo by motor truck, bus, and rail to Army Ports of Embarkation through the TC-maintained pipeline to the fighting front. Besides the responsibility for the movement of cargo in the Zone of Interior, the Transportation Corps is also responsible for the line of communications haul overseas to the fighting front.

In the Zone of Interior the Transportation Corps does not actually move military cargo, but it does arrange with the American Trucking concerns to assist in this movement and it does select the route.

It is estimated that hundreds of thousands of tons of cargo per month during the immediate forthcoming period will be moved overseas. To move this cargo in the Zone of Interior the Transportation Corps relies on the American transportation industry.

A very important responsibility of the Chief of Transportation is the maintenance of good working relations by the Transportation Corps with the transportation industry which must, in any conceivable circumstances, carry the load of wartime transportation. Through eight years of fair dealings with the industry, the Transportation Corps has succeeded in establishing a very desirable atmosphere of mutual confidence.

During the fiscal year 1950 (ending 1 July 1950) the TC moved approximately 8,726,000 short tons of freight within the United States; and to support the oversea commands it moved a total of 444,500 passengers, broken down almost evenly between outgoing and returning passengers.

The TC moved approximately 11,900,000 measurement tons of dry cargo, of which nearly 11,000,000 tons were outbound. This is the reason for the existence of the Transportation Corps—to accomplish the movement of people and things from their present point to the point where they are needed.

Figures for the fiscal year 1948-1949, show within the United States a movement of approximately 17 million long tons. This includes the movement of that freight within the United States going or returning

RIGHT—Famous Army C-3 (combat) rations are unloaded from a West Coast fast freight trailer by Clark Schieldes, Seattle Teamster Local 174 (right foreground) and three soldiers for overseas.

BELOW, RIGHT—T. Thomas of Local 174, Spokane driver, carries an army strut to his tail gate on the Seattle Port of Embarkation truck dock.



from overseas areas. Approximately 20 million long tons of freight was moved during the period 1948 to 1950.

American manufacturers produced more than 3,500,000 motor vehicles during World War II for the Army. Of this amount over one million were shipped overseas for those armies.

American Army trucks today are supporting the troops in the Far East with cargo hauled over lines of communications besides the commercial trucking haul throughout the Zone of Interior.

Trucks fulfill an exceptionally valuable function as short-haul carriers. In this field they surpass all other mass movement media, and the Transportation Corps, following its accepted policy of making full use of every transport medium in its recognized field, routes much of the Army's short-haul freight by truck at the present time. During World War II more than 10 million tons of war freight were dispatched by means of for-hire trucks alone in 1942 and 1943. A total tonnage many times that figure of all types of war materials, from raw supplies to finished products, were carried in private trucks.

In 1949 Major General Frank A. Heileman, Chief of Transportation, stated, "The best army in the world, in the wrong place, wins no wars. The best army in the world, in the right place, but without the tools of its trade wins no wars. The best army must be backed by the best industrial procurement, and neither raw materials nor finished products move without transportation. The transportation that serves the United States in time of peace is the transportation that must serve National

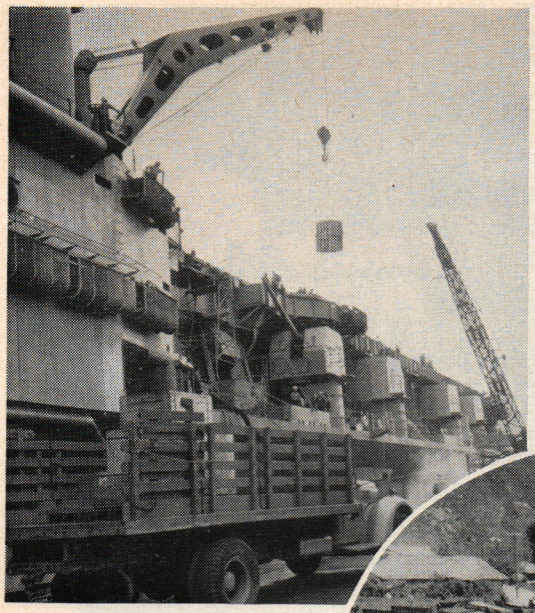




RIGHT—Coils of wire being placed on pallets for overseas shipment. In doorway are J. A. Davis (left) and Manuel Dutra, members of Teamsters Local 70, Oakland, California.

BELOW—South Koreans unload fragmentation bombs from cargo plant to truck for delivery to a U. S. fighter base somewhere in Korea.









TOP, RIGHT—Rice grass makes effective camouflage for army truck at front.

ABOVE — Carrier Midway loads foods and munitions before sailing for Pacific.

RIGHT—Rations for front line troops loaded aboard trucks in Korea.



Defense in time of war, and the service rendered will be no better than the industry that provides it. It is, therefore, the Army policy to foster a strong and efficient transportation industry in time of peace to the end that in time of war there be available an efficient tool for National Defense."

The American trucking industry plays a great part in this important national activity. It not only shoulders a great bulk of transportation in the Zone of Interior, but in time of emergency supply many thousands of truck drivers for the armies overseas.

To further clarify this, the Transportation Corps, since the end of the last war set up a progressive Reserve

LEFT—U.S. Army Engineers use a native two-wheel cart to remove large boulders from a river bed, as they clear a route for advance of motor vehicles.

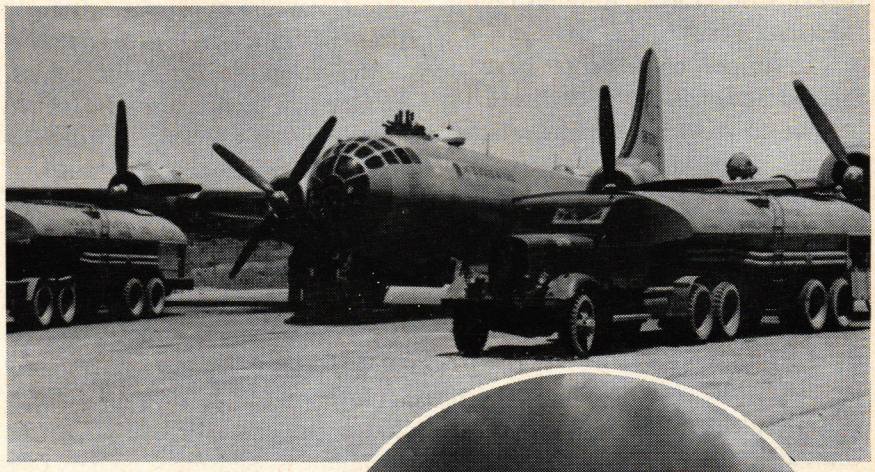
BELOW—American trucks and weapons move toward combat area in Korea.



RIGHT—Heavily-camouflaged trucks are used to evacuate South Korean soldiers from a town in advance of the North Korean army.



BELOW, RIGHT—With wartime precision, B-29's have been conducting operations against the North Korean forces. The B-29 here has just landed after a mission and gasoline trucks already are on hand to refuel plane for run.



Program wherein key officers of the Highway Transport Service Division in the Office, Chief of Transportation, personally interviewed commercial truck companies and associations to foster affiliated reserve trucking units. These organizations have built up and sponsored truck units in over 40 states in the union. Since 1946 over 390 trucking units in the Reserve Corps (TC) have been activated in the Reserve, as of March 1950. These men and units who were taken from the commercial concerns throughout America will support overseas activities in case of war, and in any conceivable circumstances, the trucking industry of America will still be called upon to fulfill America's home-front truck transportation needs.

The flow of supplies to Army Ports of Embarkation is going via the nation's trucks and its drivers. This flow is continued overseas in Army trucks manned by drivers, many of whom learned their trade in American commercial concerns and are members of the Teamsters' Union. To meet the requirements of national defense this is necessary, and in the past has proven one of America's most potent weapons.

RIGHT — An American truck burns after being strafed by enemy planes near Chochiwan.



BELOW — American army vehicles move across a concrete span over the Kum River toward the front to give battle to North Koreans. Later they were driven back by Communist invaders and blew up bridge after withdrawing.



Can We Save France from Reds?

'Team' of Trade Unionists Just Returned Says We Can, But Sounds a Grim Warning That We Must Move With Speed and Determination

THE standard of living of French workers must be improved with "positive benefits" extended in food, clothing and shelter if the French people are to be able to resist totalitarian aggression.

That is the opinion of a three-member team of trade unionists which has just returned from an intensive six weeks study of French labor under the auspices of the European Cooperation Administration (Marshall Plan).

The forces of freedom have a big job ahead if the French are to be able to meet the relentless hammering of Communist aggression and propaganda on the continent, agree all members of the team. In the special study group were Harold J. Gibbons, secretary-treasurer of Local Union No. 688, International Brotherhood of Teamsters (AFL) St. Louis, Mo.; Miss Carmen Lucia, vice president, Southeastern Region, United Hat, Cap & Millinery Workers International Union (AFL), and J. William Belanger, president, Massachusetts State Industrial Council and vice president, Textile Workers Union of America (CIO).

Studied Labor Problems

The team was sent to France to make an impartial study of French labor problems in relation to the Marshall plan. The study period of six weeks was confined to France although Mr. Gibbons attended an international meeting of the International Transport Federation which met at Stuttgart, Germany. He attended the sessions as an observer.

A detailed report on the trip with findings of fact and recommendations have been filed with Paul Hoffman, ECA Administrator, but it has not yet been made public.

Following their return to the United States the team members held a press conference for members of the labor press in which they answered questions and gave their general reaction to the labor situation in France. Briefly summarized, here is what the team told the TEAMSTER reporter:

1. Communism is still extremely strong in France and is carrying forward a relentless campaign against the Marshall Plan, against the United States, against the forces of democracy and free trade unionism.

2. French labor unions are not strong in the sense we recognize labor union strength and as a result French workers' standards are low. The extreme apathy of workers is due to several factors—reactionary employers, unstable government conditions, the energetic activity of the Communists, and the weakness of a free trade union movement itself.

3. To remedy this condition several things must be done. Detailed recommendations are now before Administrator Hoffman. In general, however, the team said that a "new emphasis" in ECA must be worked out whereby living standards can be raised.

"Unless a program can now be worked out and assistance from the U. S. Government, the Organization for European Cooperation, and the trade unions through their international activities, can improve the three basic living standard items of food, clothing, and shelter, the French people will not be strong enough to resist totalitarian aggression," the committee said.

The group found that the work of the Marshall Plan had been devoted to the necessary business of getting food supplies into France, raw materials and machinery to restore the peacetime economy. But the team sees a need for a new emphasis with attention directed toward getting a decent break for French working people.

"We must develop a 'sense of urgency,'" said a team member. "There isn't much time; we have to

(Continued on page 29)



Harold Gibbons (left) chats with Bert Jewell, ECA official.

Reports of Teamster Progress

Progress Reported By Midwest Locals

By HAROLD THIRION
General Organizer

The Local Unions in Illinois (other than those in the Chicago area which are affiliated with Joint Council 25), Missouri and Kansas have been making steady progress by coordination of activities through the Illinois Conference of Teamsters and the Missouri-Kansas Conference of Teamsters.

In Illinois, through the several committees of the Conference, area agreements have been negotiated in the Petroleum Transport and Heavy and Highway Construction. These area agreements develop advantages of stability in their respective classifications by the establishment of uniformity of wage rates and working conditions. The successful operation of these area agreements has given impetus to the consideration of bargaining on a wider basis in other industries. Interest has been stimulated among the membership of the Missouri-Kansas Conference of Teamsters, realizing that area agreements have decided advantages and benefits, and efforts are being made to establish area agreements. All State Institutions in Illinois are organized and the organization of State Highway Maintenance Drivers and Helpers is meeting with success. A meeting is scheduled with the officials of the Maintenance Department to consummate an agreement for these employees. Plans are being formulated for the organization of the State Highway Maintenance Drivers and Helpers in Missouri.

In Kansas City we have recently completed the organizing of employees under our jurisdiction employed by the New Car Dealers. We now have a very good contract signed for these members with the New Car Dealers Association. The Employers forced the Local Union to hold elections for both recognition and Union Security. Activities in the Automotive and Petroleum Industry are being extended to include automotive accessory houses, parking lots and parking garages and service stations. This field has a potential membership of 3,500 in the greater Kansas City area.

In the State of Kansas an organizing committee was set up January 21, 1950 under the direction of Mr. F. E. Black, Executive Secretary of the Kansas State Federation of Labor, and Mr. Joe Ozanic, Organizer for the American Federation of Labor in the State of Kansas, for the purpose of organizing the unorganized with all central bodies, Building Trades Council and Local Unions cooperating. Central organizing campaign headquarters were to be established and maintained at Wichita, Kans. This organizational drive has been delayed due to Organizer Ozanic being temporarily placed in another district. When this organizing campaign is put into effect I am sure it will meet with success.

Both the Illinois Conference of Teamsters and the Missouri-Kansas Conference of Teamsters realize the need of area agreements and are working toward bringing about additional area agreements. The Illinois Conference of Teamsters meets monthly which brings about a better understanding of each others problems and a better spirit of cooperation. The Missouri-Kansas Conference of Teamsters is formulating plans to organize all of the unorganized coming under our jurisdiction.

Throughout this entire area contracts have been renewed with substantial increases in various industries and in many instances a Health and Welfare Plan included in the contract. Even though we were faced with greater resistance by the Employers in granting wage increases, these increases were obtained with only a minimum of work stoppage. Local Unions generally are showing an increase in their membership with efforts being concentrated on the organizing of the Automotive and Petroleum Industry.

Following Taft's Act Eats Up Time

By F. D. BROWN
International Auditor

In carrying on my duties for the International Union in my territory, it appears from observations and overhearing different conversations in the various offices that it requires more of the local union representatives' time now in holding elections, Labor Board hearings and generally complying with the Taft-Hartley law than it used to take to carry on the business of the local unions.

In general, their activities consist of trying to get new members, trying to carry out all the rules and regulations in the Taft-Hartley law, collecting dues, picking up check-off list, carrying on negotiations, which seemingly take a lot longer to complete than formerly required.

In the district I have been covering lately, the taxi cab local union has been negotiating since June 1, 1950, and is still negotiating trying to avoid a stoppage of work, although the contract expired July 1, 1950. They still have hopes of getting it settled satisfactorily.

We have nine drivers out in this particular district on account of a strike of the Butchers Workers over the egg handlers. However these nine men have been placed on other jobs and the Butcher Workers continue the strike.

Shortly after arrival in this district, I learned that the Bakers local union had caused a stoppage of work about May 21, 1950. It wasn't settled until about June 19, 1950. All the wholesale bakery and large retail bakery drivers were out of work during this time and only a few very small bakeries were working. This stoppage of work was caused by the Bakers Local Union and not our local union.

In general, most of the activities of the local union officials are concerned with carrying on the normal functions of a local union, trying to organize, which is hard to do at this particular time, although our representatives are still showing some successful results in this—trying to keep grievances adjusted, complying or trying to comply with all the regulations of the Taft-Hartley Act. Some are carrying on an active political campaign. This is more noticeable in some localities than others.

Uniform Contracts Are Sought in East

By ALBERT DIETRICH
General Organizer

The Local Unions and Joint Councils in Pennsylvania, Maryland and Washington, D. C. have undertaken and are participating in several programs that should result in bringing about more complete organization of the unorganized and also uniform contracts within each industry in the given area.

In Baltimore, an area committee has been established last year on a voluntary basis covering the freight industry of Washington, D. C.; Baltimore, Hagerstown, Cumberland, Maryland and Winchester, Virginia which has been extended this year with the cooperation of General Organizers Thomas P. O'Brien and Lee Kruggel to include Norfolk, Richmond and Roanoke, Virginia and Greensboro, North Carolina. The purpose of this committee is to establish uniform contracts in this area and to bring about complete organization of all trucking companies through the cooperation of all the local unions in the area. Brother George Willinger of Local 557, Baltimore is the chairman of this committee and is doing an outstanding job.

In Washington, D. C. the Milk Drivers Union were successful in obtaining a 5½ day work week with a 7 day delivery for all drivers and plant employees with no reduction in pay. The plan operates on a 5 day work week one week and a 6 day work week the next.

In Pittsburgh, Pa., the Joint Council established uniform contracts in the meat and cylinder fields this year covering 33 counties of Western Pennsylvania, Steubenville and East Liverpool in Ohio, Wheeling, W. Va., and Cumberland, Md., which comprises the area of the Joint Council. Arrangements are again being made for a joint safety conference sponsored by the city officials, the trucking industry and the Joint Council, which was attended by more than 5,000 union Teamsters last year. It is expected that many more will attend the safety conference this year and Chairman Brother Henry Rectenwald of Local 485 is busy arranging a very interesting program. Brother Scott F. Marshall is Chairman of the Joint Council and doing a splendid job.

All Local Unions throughout this area are taking an active job in the work of the recently organized Atlantic Sea Coast Organizing Committee activities. This is a voluntary organization, established along the Atlantic Sea Coast and as far west as the Mississippi River, whose sole function is to cooperate with each other to bring about complete organization of all trucking companies throughout this area. This committee has met with much success through the cooperation of the well organized unions. The southern trucking companies that are operating non-union will all eventually be organized by this committee, which will prove very helpful to the southern local unions, particularly those local unions that have state laws which prohibit union shops.

State Organization Is Aid to Locals

By W. D. HANCOCK
General Organizer

In Wisconsin, we are still striving for uniformity in our working agreements. We have been successful in putting into operation the state-wide local cartage agreements as well as petroleum long distance hauling, condensary contracts and evaporated and powered milk plants. We are now attempting to negotiate a state-wide contract covering dump truck operators.

At the present time, we are working on wholesale fruit and grocery houses for a uniform contract. Also, we are in the process of organizing a large pickle factory in the northern part of the state which an election will be set up by the NLRB within the next 30 to 60 days. We have a large potential membership in the canning industries in the state of Wisconsin. However, we are running into difficulties in organizing this industry because of their short seasonal work. Progress is not being accomplished as quickly as we would like because of the above reason.

Our state organization is a great help to our local unions in working on uniform contract or better known as statewide contracts. The state organization meets quarterly and the state executive board meets once a month as well as on special calls. Through our state organization we have been able to negotiate more favorable working conditions as well as better increases for our members, particularly on chain store operations. Also, in establishing patterns that can be followed by the local unions within their own organizations. We are able to discuss legislative matters and consolidate our efforts on what we think is good legislation for the community and our Teamster organization as a whole.

I suggest by observing the benfits our local unions in the state of Wisconsin have gained from our state organization, that the states without a similar body check into the advantages this type of an organization offers.

September Is Busy Month in Ontario

By A. F. MacARTHUR
General Organizer

The month of September will find important developments in the Ontario district in Canada, being of extreme concern to the good and welfare of several thousands of Teamster members.

General Locals 938, Toronto, 879, Hamilton, and 880, Windsor, Ontario, have been in negotiations since the first of July with the Industrial Labor Relations Bureau of the Automotive Transport Association for the renewal of presently existing agreements. The employer group have seen fit to reject the proposals for an advancement in the prevailing wage structure and mileage rates, improvement in vacation periods, and payment for statutory holidays, along with a request for a Union Shop condition.

Counter proposals amounting to six or seven cents per hour have been summarily rejected by the membership affected and a Board of Conciliation has been appointed by the Minister of Labor, in an effort to solve the existing dispute. Opportunity will be given the unions at an early date, to substantiate and justify their reason in support of their legitimate wage demands. It is to be hoped that this Board shall deal impartially and in justice with Union claims and that their findings and recommendations will be such as to warrant favorable consideration by our membership.

The affected unions will, of course, exhaust all possible channels, legal and otherwise, in an effort to secure a peaceful settlement.

In the organizational field cases are being filed pretty well every day, with the Ontario Labor Relations Board for Certification, the first step in bringing unionization to unorganized companies. The Local 879 in Hamilton has just been certified for two operations, Crawford Cartage in Hamilton, Ontario, involving two hundred people, and C. & H. Transport in Kitchener, Ontario, involving a hundred people. The agreements with the companies have been signed and considerable retroactive pay accrues to the membership.

It has taken three years to bring these two companies into the Teamster fold.

Local No. 938 in Toronto is presently conducting an organizational drive in the wholesale grocery field. One large company, namely National Grocers Limited, with some two thousand employees and having branches throughout the province, is our number one target in this regard. Complete unionization of the company is well advanced with contracts already established in many important branches of the company's operation. Such contracts will be the blueprint for action in this important field.

Local No. 647, having jurisdiction in the milk industry is presently drafting proposals for a renewal of agreement affecting eighteen hundred members, and will be presenting such proposals to the employers in the immediate future. They presently enjoy a modified five-day work week with the system of six-day delivery. The membership will undoubtedly be requesting a five-day work week throughout the year, along with improved wage and commission structure and important fringe benefits. Pension plans are presently being explored by this Local Union.

Local No. 352, Coal and Ice Drivers, have watched with concern, the encroachment of fuel oil into the domestic coal field and have applied recently to the General President, for an addition to their jurisdiction in the form of fuel oil drivers, with a campaign this coming fall of organization in the fuel oil delivery field.

Taxi Drivers' Local Union No. 352 have recently added an additional Business Agent to their staff for the purpose of effecting one hundred per cent organization in their industry. Certain developments of a merger nature and the building up of powerful owner associations have made this necessary in order to protect the interests of their members and to complete organization.

Joint Council No. 52 of Toronto have plans also in conjunction with the Trades and Labor Council for an organizing campaign for bread drivers in this locality.

Labor Day, September, 1950, will find Toronto Movement host to the New York State Dairy Council. It is expected they will march in the parade to the Canadian National Exhibition with the Teamster representation. The Toronto Labor Day Parade is the largest held in the Dominion of Canada and will be watched and admired by many hundreds of thousands on the route march to the largest annual exhibition in the world. Important leaders of our movement, both in Canada and the United States, will address the gathering.

The delegates from Local Unions across the Dominion are clearing the decks for

the Convention of the Trades and Labor Congress of Canada, which will be held in Montreal September 11. A large contingent of Teamster Delegates will be present and will play an important part in the deliberations of that national body. In a spirit of 'hands across the Border,' Teamsters will be present in Montreal from the adjoining States of New York and Pennsylvania.

In the ever-increasing complexities of our industrial life and the grim spectre of war confronting us in order to maintain our way of life, the Teamster Movement in Canada is endeavoring to play its proper and important part.

Ohio Teamsters Report Many Gains

By AL EVANS
General Organizer

Our affiliated local unions in Ohio have been successful in several different projects which they have undertaken recently.

For the first time they were successful in negotiating a state-wide Petroleum Drivers Road Contract, in which they won an increase of 12 cents per hour in wages during the first year of the contract and a 5 cents per hour increase during the second year.

They vastly improved the contract as to wages and conditions and for the first time in this industry managed to write an insurance clause into the contract.

Through the efforts of the Ohio Conference of Teamsters the various trade divisions of the Ohio Conference of Teamsters have undertaken to correlate their efforts on a state-wide basis, particularly in the dairy industry, the baking industry, and the beer and beverage industry.

The Legal and Research Divisions of the Ohio Conference of Teamsters are attempting to correlate all the contracts in the state in these three fields and come up with something approaching a standard contract, at least as to conditions, but due to considerable differentials in wages between local unions in various parts of the state, it may be several years before they will be successful in arriving at a uniform wage scale.

The Ohio Conference of Teamsters is also engaged in an intensive organizing drive within the state and due to the spirit of cooperation and good will shown by most unions in the state, crews of trained representatives have been sent into some of the poorly organized districts in the state, in an effort to clean up these unorganized districts. Successful organizing campaigns have been put on in New Philadelphia and Portsmouth, Ohio, and when several of our local unions found themselves faced with serious strikes the Conferences was also able to send in as many as 50 business representatives to assist during the strike. The Conference has also established an office in Columbus, with a man to devote full time to handling industrial compensation cases on behalf of the membership of the Unions affiliated with the Ohio Conference of Teamsters. This has expedited the payment of claims immeasurably since the Conference Representative has been able to develop contacts in the industrial compensation commission, eliminating a lot of unnecessary delay.

The Conference is also conducting a survey of the status of organization among our unions in the state, with an idea of determining the points in which we are weakest and the reasons therefore, with the thought in mind that we can take intelligent measures to bring our organization in these weak sports up to par.

The Ohio Conference of Teamsters is also establishing a comprehensive insurance program to cover all the membership of all the unions affiliated with the Conference. They are attempting to establish an insurance program that will provide death benefits for the dependents of those unfortunate enough to pass away and also provide complete hospitalization, surgical and medical benefits for those in need of them. This being done entirely through contributions on the part of the employers. To date no contract has been negotiated which required any contributions from the membership.

They are also attempting to develop an effective retirement insurance program but due to the lack of experience on the part of insurance companies generally in large retirement programs and the consequent lack of actuarial figures, this is going to take somewhat longer.

There have been a number of troublesome employers in the state who for several years have been defying local unions, each in its own particular jurisdiction. Through the efforts of the Ohio Conference of Teamsters, who have coordinated and directed the activities of local unions in this respect, many of these employers are, for the first time in their history, respecting local union contracts throughout their operations, regardless of the local union or local unions with which they may have to deal.

The Ohio Conference of Teamsters has recently organized trade divisions covering the following: freight drivers, bakery drivers, dairy employees, petroleum drivers, beer and beverage drivers and a miscellaneous group which embraces the remaining trades divisions which are not numerically strong enough to support their own trade conference.

In addition to the above enumerated functions. the Ohio Conference of Teamsters has been able to secure the services of union officers with long experience in negotiations from the larger unions in Ohio, in the various trade divisions of the State Conference, to aid the officers of smaller unions, with less experience in the negotiations of contracts.

When faced with a coalition of the larger unions and the smaller unions in the state, during negotiations, the employers of the state have been willing to make much greater concessions than they were when faced only by the smaller unions, with the result that generally the wages and working conditions of the contracts recently negotiated in Ohio are improved considerably over what they were in recent years.

Lauds Cooperation Of Local Officers

By CHARLES FARRELL
International Auditor

I have made practically 100 per cent audit of the Michigan area in the last three years and have found practically all of our organizations in very good order. I can state that morally the representatives of our local unions are of the best of character. There are minor mistakes and errors, but this condition can be expected since we make bookkeepers out of teamsters. If and when this condition did contain, I have found the local officers very cooperative and they have shown a desire to accept the instructions of the International organization in regards to the fulfillment of all the laws as per the International Constitution. I have had no serious reaction to the advice that I have given and the officers were always very congenial.

I have found that the educational editorials by President Tobin in the Journal, bearing along the lines as mentioned, have helped to educate not only the officers of our local unions but likewise the rank and file of membership. I have found that the membership as a rule, are anxious and waiting the receipt of our International Journal.

As an auditor for the past eight years I have found that President Tobin's advice, as expressed in our monthly Journal, has been very helpful to me. Many of the things mentioned have averted the possibility of serious misunderstandings. The minor errors or mistakes that may have been committed were very easily adjusted. As time goes on and through this constant type of education I can proudly say that even the minor errors and mistakes are disappearing.

Through the change in the bookkeeping system in the past several years, under the capable leadership of International Secretary John English we have brought about a more complete understanding through the simplification of the new system. In our general meetings that we have with the International Secretary, John English, we, as auditors, have received a schooling in the new bookkeeping system that has not only been beneficial to ourselves but has permitted us to carry this information to the secretary-treasurers of the local unions. This, too, has helped to avert

many minor mistakes and misunderstandings.

Permit me this opportunity to say through our Journal that as an auditor I am deeply appreciative to all of the officers of Joint Councils and Local Unions in my district for the cooperation that they have granted to me during my visits to their communities.

Organizing Tops Illinois Activities

By HENRY C. BURGER
General Organizer

The Local Unions comprising Teamsters Joint Council 25, Chicago, Ill., and vicinity, have made steady progress during this past year, both in organizational work and in negotiating higher wages and better working conditions for their members.

So far as organizational activities are concerned, Local 743 has organized the entire wholesale and retail lamp industry in this area, involving approximately 1,200 members, obtaining wage increases varying from 12½ cents to 15 cents per hour. This Local Union has also unionized various rug and carpet warehouses increasing their membership by 1,000 and increasing their wage scale by 15 cents per hour.

Local 727 has put on a concerted drive in organizing all garage attendants in the Loop garages involving approximately 500 people. This, of course, is in addition to the outlying public garages already organized. Local 785 is attempting to organize steel cabinet manufacturer warehouses, having the Harrison Steel Cabinet Company under contract, involving approximately 200 members. Local 726 recently obtained 100 road maintenance men employed by the State of Illinois increasing their monthly wage by $33.

Locals 772 and 738 together are attempting an extensive drive to unionize all potato chip drivers and warehousemen respectively. Under contract already are Mrs. Klein's and Honey-Bee. Local 772 is also campaigning to organize all frozen food drivers. Local 781 has made great strides in their campaign to organize miscellaneous warehousemen which will ultimately increase their membership by 1,000. Local 712 is also in the process of organizing rug drivers which will eventually mean 300 new members.

In addition to these new members, we have not forgotten our old men. Local 744 has negotiated a contract for their bottle and keg beer and helpers approximating a $5 weekly increase; Local 761 has signed an agreement with their tobacco and notion employers affecting a 22 cent hourly wage increase; Local 711 recently negotiated a 16 cent hourly increase for their furniture movers; Local 781 a 12½ cent hourly wage increase for their 350 members in the merchandise warehouse group, and Local 734 a general increase for their 1,400 bread drivers.

Several Local Unions have negotiated contracts with their employers, including Kraft Foods, Best Foods, retail and wholesale coffee industry, coal and transit utilities improving working conditions of the members. Further, looking ahead in the best interests of their members, several Local Unions, including 704, 713, 721, 742, 710, 786 and 801 have instituted health and welfare funds providing for sick and death benefits for their members and families.

Despite the fact that Local 705 has one of the largest memberships in the Council, every effort has been made to further increase that membership. Local 754 has reached the highest membership in its history. In fact, there has been no Local Union that has not increased its membership in the past few months—and this has been done with a minimum or virtually no strikes at all. Our outlying suburban Local Unions, such as Aurora, Joliet, Waukegan, Rockford, Wheaton, Maywood, Kankakee, Elgin, Ill., and Gary and Hammond, Ind., have made steady gains.

All in all, I would say that our membership has reached its peak and in some industries, we are short of men. Employment is being increased all the time. We have made great strides in the past and look forward to an even greater future.

Iowa Progressing Despite Labor Laws

By CARL KEUL
General Organizer

Our Local Unions in Iowa have successfully adjusted themselves to cope with the changes brought about by the labor laws, both state and national; and even though we have been prohibited from signing union-shop agreements, the membership in our Local Unions has steadily increased since the application of these laws.

The membership gained has been accomplished by a continued determination to organize new groups. For instance, ten of our Local Unions are now concluding negotiations with the Borden Ice Cream Company: Rock Island, Ill., Local 371; Cedar Rapids, Ia., Local 238; Bulington, Ia., Local 218; Fort Dodge, Ia., Local 844; Dubuque, Ia., Local 421; Marshalltown, Ia., Local 790; Mason City, Ia., Local 828; Waterloo, Ia., Local 650; Ottumwa, Ia., Local 388, and Des Moines, Ia., Local 387.

This organizing project was carried on through the auspices of the Iowa Conference of Teamsters; and while the company bitterly fought our efforts to organize these people, we were successful in winning an election on a statewide operational basis. The company, however, after losing the election, conducted by the N.L.R.B., sat down and bargained in good faith with our Conference Committee, even though the negotiations were carried on for over a period of some six weeks.

Our Representatives are taking a leading part in the Iowa L.L.P.E. and have contributed tremendously to the defeat of former Governor Blue, who was mainly responsible for giving us the Iowa Labor Laws, and the defeat of former Senator Wilson, whose record was extremely bad for labor, and are now active to defeat Senator Hickenlooper because of his record against organized labor. The result of such activity has induced the Republican State Convention to place, through Resolution, a labor plank in its platform, pledging the repeal of the provision, at least, of the state law prohibiting the Union Shop.

It is my opinion the next organizing program of the Iowa Conference of Teamsters will cover the production and distribution of construction aggregate, or gravel and crushed stone pits, throughout the State of Iowa. This program already has begun throughout the central counties in Iowa and will include a large number of individual truck owners who have shown exceptional interest in the organizing drive. At this time there are several hundred of these employees signed up, many of which already paid their initiation fees and become members. These employers have a state-wide association of some fifty members, and it will be our goal to organize with sufficient strength to deal directly with their association.

While labor's political action in Nebraska hasn't in the past been as successful as has been the case in Iowa, I am pleased with the increased activity since the last general election. There now is joint political action of organized labor and the motor carriers to defeat Governor Peterson, who is a candidate in that state for reelection, and there seems to be an even chance for the election of a Democratic governor in that state.

Many Gains Made In the Southland

By LEO B. CARTER
General Organizer

Progress in the Southern states has been vast and varied in recent months. Teamster organizations have kept pace with the many advancements and here is a district by district report on our accomplishments:

First—I have in the past few months been handling several jurisdictional disputes, primarily between the Plumbers, Steamfitters, Electrical Workers, Operating Engineers and Laborers. I am happy to report that I have been successful in settling all of these disputes with the exception of the Electrical Workers in accordance with agreements between the Teamsters International Union and the above named organizations, and we have been successful in writing a job descrip-

tion covering warehousemen in the T.V.A. work, which eliminated the Office Workers International Union from covering any part of our work in both construction and maintenance.

Second—We have been very active in new organization program in the State of Arkansas and the T.V.A. water shed area which includes the atomic operations in Oak Ridge, Tenn. We are now engaged in an organization program in the new atomic plant which is in Oak Ridge, Tenn. This campaign is being conducted jointly with the Metal Trades Department, who has an organizer assigned to this program, and the Southern Conference of Teamsters and Local 621 of Knoxville are jointly financing this campaign, and from the report I received this week we have secured over 100 new members in this plant and expect to apply for election within the next four weeks. We will have, if successful in this campaign, between five and seven hundred people that will come under either warehousemen or truck drivers and helpers classification. I bring this particular campaign to your attention because it is the opinion of others that the atomic operations is fast becoming a major industry in this country. It is estimated that this industry within three years will employ over 100,000 people. Recently we have been successful in Little Rock, Ark., in organizing warehousemen and truck drivers in the local cartage field. Also, in Tulsa, Okla., have been successful in organizing the wholesale drug houses and secured a fine contract covering these people; for instance, we were able to raise the minimum rate of pay 20 cents per hour and in the higher rated brackets 10 cents across the board.

Third—I have been successful in settling several strikes in the past few weeks. In Oklahoma City, we were able to settle the warehousemen's strike after they had been on strike 8 days and secured for these people increases amounting to 13 cents per hour; in Gulfport, Miss., was able to settle a strike involving 180 dump truck drivers who were handling bauxite direct from the ship's side and storing it at a naval base some six miles from the ship's side. In the settlement of this strike we received for these people 25 cents per hour increase. This strike in my opinion was important to this extent. This bauxite ore is coming from South America and the West Indies. It is of major consequence that we settled this strike and we received 100 per cent support from the Long Shoremen, and we are advised this will set a precedent in the matters of raw rubber and tin that will be stocked in the same manner in the several Gulf ports, namely, Gulfport, Miss., Mobile, Ala., and New Orleans, La., and Baton Rouge, La.

In closing, I would like to add this comment, that in the matter of new organizations we have been able in nearly every instance to place in our contracts the health and welfare clause recently negotiated in the over the road motor freight agreement between the various operators in the central states and in the entire south. This is very helpful in the south due to the fact that many of our people due to restrictions by insurance companies both from racial, physical and age, are unable to get any type of insurance. Although I had nothing to do with the negotiating of the over the road agreement, it only goes to prove that whatever is done for one group will invariably pay dividends for all the members.

Teamwork Scores In New England

By NICHOLAS P. MORRISSEY
General Organizer

One marked aspect of all activities in the New England area has been that of cooperation. Local Unions benefit from each other's experiences and exchange information that results in common progress. This process has been encouraged and facilitated for this district by the services of the New England Conference of Teamsters, which has proved itself a vitalizing force in the area.

Under way in the area now is a most important organizing drive covering the automotive trades. Carrying the fight for the dealers is ex-Governor Alvin T. Fuller, dealer for Cadillac-Olds Company of Boston, Mass. He, as well as the other dealers know that organization carried through to a successful conclusion will mean that the rest of the industry must follow Cadillac-Olds employees into our membership. A militant group of workers have steadfastly maintained their picket lines through rain and shine for more than 14 weeks after being forced out by the deliberate delaying tactics of the Fuller forces. Although the Boston newspapers refused to give us any coverage either through news stories or paid advertisements, the men on the picket line were heartened when the Massachusetts State Board of Conciliation and Arbitration found the Cadillac-Olds Company of Boston guilty of causing and continuing the strike, as well as refusing to submit the case to arbitration. To circumvent the attitude of the papers in Boston, paid minute plugs announcing the guilty finding against Fuller are being carried on the radio by us.

On the political education activity sphere, plans have been laid for full-scale participation of officers, members and families and friends of Teamsters Unions in the forthcoming election. Having this in mind the various officers through the New England Conference of Teamsters have set up a political education committee, which has provided for each Local Union in the area to represent either through the executive boards of the Joint Councils, Nos. 10 and 64 in their respective areas and through the locals in areas not covered by a joint council. The program that is planned for the area leads us to believe that we will make a large contribution towards electing our friends and defeating our enemies in the forthcoming election. The detailed program will be worked out on a New England-wide basis for each of the six New England states, ward by ward and precinct by precinct. There will be an intense drive to register all our members, their families and friends so that they can vote in the coming elections. Our plans call for having at least one Teamster representative at every precinct polling place.

The New England Conference of Teamsters has successfully launched a health and welfare program underwritten by the Union Labor Life Insurance Company and covering all conference members. This is the first step in a program that will eventually extend coverage of a similar nature to every member of the rank and file through plans underwritten by Union Labor Life Insurance Company and paid for by the employer. The coverage includes not only the worker but also his dependents of his immediate family as well. In fact, the second step forward in the health and welfare program, that of providing benefits for members of local unions and their families, has already started. Milk Wagon Drivers, Local 380, has negotiated a program to cover each of its members and their immediate family dependents paid for by the employer and underwritten by the Union Labor Life Insurance Company.

Proving a positive value of the New England Conference of Teamsters is its trade divisions. Through the integrated structure of the New England Conference of Teamsters, depressing competitive conditions have gradually been eliminated by the evolution of uniform contracts. The Transportation Trade Division of the Conference, with very few exceptions, has a uniform contract covering New England. The Bakery Trade Division of the Conference, with possibly one exception, has a New England-wide contract on a uniform basis. Under way at present are negotiations for setting up a uniform contract to cover the heavy construction industry in New England, which is being formulated under the direction of the Building Materials Trade Division of the New England Conference.

Deep South Locals Reported Growing

By CHARLES M. PENDERGAST
General Organizer

The two most outstanding activities in Alabama-Mississippi-Tennessee district at the present time are the organizing of the unorganized and the negotiation

(Continued on page 32)

A Look Back at Social Security

At the Age of 15, the Roosevelt-Inspired Method of Insuring Ourselves Against Old Age and Disability Has No Political Foes

MORE than $24 billion has been paid out to individual beneficiaries under the programs authorized by the Social Security act, the agency reported in mid-August when it marked its fifteenth anniversary. The measure establishing the system was signed by President Franklin D. Roosevelt August 14, 1935.

The anniversary report of Social Security was made public on the eve of passage of amendments to the act which would increase benefits for all covered and would bring in another 10 million persons under protection of the law. The American Federation of Labor was one of the leaders in the fight for enactment of the original act and has been in the forefront of leadership asking for improvements.

Help of Many Kinds

In listing the progress of the last 15 years the Social Security Administration summarized aid to the blind, aid to dependent children, to the aged, and to the unemployed.

Best known of all the activities of the Social Security Administration, perhaps, is the insurance system for the retired workers. The insurance system which provides monthly benefits was one of the keystones of the entire system when it was first established 15 years ago. In 1939 amendments were passed to include benefits for certain dependents and survivors of workers. Under the insurance system 2,100,000 aged beneficiaries and 750,000 younger mothers and children participate.

The average monthly benefit of a retired worker is $26. The agency said that out of a labor force of 64,000,000, the old age and survivors insurance system covers 35,000,000 in an average week.

Under the new amendments the average benefits will be increased by about 77 per cent with retirement benefits for those who retire in the future getting approximately double the present scale. Cumulative benefits from the beginning through June 1, 1950 were $3,375,556,469.

The second aid to the aged under Social Security is old age assistance. Under this program 2,900,000 are being aided with the average monthly payment of $44. The Federal Government makes grants to the states and finances slightly more than one half the payments ultimately made. Cumulative payments under this program from 1935 through June, 1950 totaled $9,985,000,000.

Prior to 1935, 28 states and two territories had programs which offered needy old people aid of various types. But many of the state schemes were limited in scope due to limitation of available funds. There were many on relief awaiting aid which could not be given. In 1934 there were 235,000 aged persons receiving assistance at the average rate of $14 a month. The Social Security programs represent, therefore, a substantial improvement and advance over the pre-1935 methods.



Security in later years.

Child Aid Advanced

A similar situation prevailed with reference to aid to dependent children. Prior to passage of the Social Security act, nearly all states made some provision for aid to dependent children, but great variation prevailed among the states and often among counties within the same state. Many counties had no program at all. An estimated 280,000 children were being aided in 1934 with payments averaging very low —about $11 a month for each child.

Aid to dependent children programs jointly financed by the states and the Federal Government are in operation in all counties of the states except Nevada. The number of children being aided tops 1,600,000 with the average payment per child at $47 monthly. Cumulative payments to children 1935 through June, 1950 were $2,756,000,000. Under the amendments about to be approved by Congress this program will be given further improvement with provision made for payments to mothers or other relatives who provide homes for dependent children.

The blind have always constituted a tragic human problem and at the time Social Security was enacted 27 states had laws providing for cash payments to the blind. While com-

plete reports are not available, estimates indicate that between 32,000 and 34,000 blind persons were being aided in 1934 and the extent of assistance averaged $20 monthly.

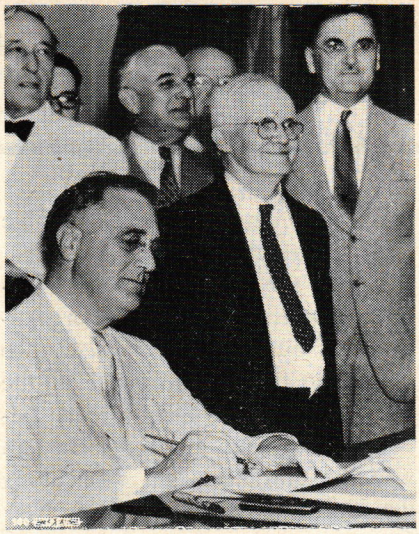
Under the present program 77,000 blind persons receive monthly payments under the Federal-state cooperative program with payments averaging $47 per month per person Cumulative payments under the aid to the blind program in the first 15 years have totaled $287,000,000.

Under the pending amendments revising the law an additional 18,000 blind persons will be benefited. These are the blind who are now being aided by the states of Pennsylvania, Missouri, Nevada and the Territory of Alaska without Federal aid.

Grants to States

The Social Security act authorizes grants to the states to broaden and strengthen their programs for child health and welfare. These grants are used to provide services for children rather than to make money payments to them. Federal grants for this purpose were first authorized in 1921 but after a few years the authorization were permitted to lapse. Grants to states for children's services were revived in the Social Security act of 1935. Since that time cumulative grants to states for children's programs have totaled nearly $190,000,000.

Another important activity under the Social Security act authorization of 1935 is that of unemployment insurance. In 1935 only the state of Wisconsin paid unemployment compensation. Now all states, Alaska, Hawaii, and the District of Columbit have established unemployment insurance programs. These programs are operated by the states under Federal standards with the Federal Government also paying the cost of administration. The Federal phase of this program is carried on by the Bureau of Employment Security in the Department of Labor. Cumulative benefit payments under this part of Social Security in 15 years is within $50 million of the $8 billion mark.



President Roosevelt as he signed the historic Social Security bill in 1935. "Socialistic doom" predicted by bitter opponents of New Deal failed to fall and now all are friendly to Social Security.

The Amendments to the Social Security Act adding some 10 million to the old age insurance rolls were approved by the House of Representatives and the measure sent to the White House as this issue of THE INTERNATIONAL TEAMSTER was being prepared for publication. The President was expected to sign the measure.

The new amendments add millions to the rolls and boosts by 77 per cent the retirement pay of those now receiving benefits. Some increases are more than that figure, however. A total of 45 million workers will be under the Social Security system when the amendments become effective this fall.

Pro-labor Members of Congress had fought against the inclusion of an amendment to the revised statutes on the grounds that it would be discriminatory against labor. Under this amendment new and greater powers over funds for the unemployed are given the states and taken from the Secretary of Labor. Under this amendment is was said in Congress that it would be possible for state officials to compel jobless persons to take any kind of jobs, including strike-breaking, or be deprived of their unemployment insurance payments.

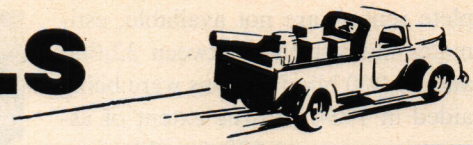
The largest group being brought under the Social Security law are the self-employed plus a million domestics and 650,000 farm workers.

Under the new law the first $3,600 of income is taxable whereas under the old law only the first $3,000 was subject to payroll tax.

New Rates Under Social Security

		A Married Worker		A Single Worker	
	Average Monthly Wage	Now	Under the New Law	Now	Under the New Law
	$100	$39	$75	$26	$50
After	150	47	86	32	58
5 Years'	200	55	98	37	65
Employment	250	63	109	42	73
	300	63	120	42	80
	100	41	75	28	50
After	150	50	86	33	58
10 Years'	200	58	98	38	65
Employment	250	66	109	44	73
	300	66	120	44	80
	100	45	75	30	50
After	150	54	86	36	58
20 Years'	200	63	98	42	65
Employment	250	72	109	48	73
	300	72	120	48	80
	100	49	75	33	50
After	150	59	86	39	58
30 Years'	200	68	98	46	65
Employment	250	78	109	52	73
	300	78	120	52	80

SHORT HAULS



New Tacoma Span Replaces Famed 'Galloping Gertie'

Do you remember "Galloping Gertie"? Truck drivers of the Pacific Northwest probably do.

"Galloping Gertie" was the name given the Tacoma, Wash., Narrows suspension bridge which collapsed with a roar November 7, 1940, and plunged nearly 200 feet into the waters of Puget Sound. The bridge crashed four months after its completion due to the slashing winds which whip through the funnel-like passage between Tacoma and the Olympic Peninsula.

A new bridge replacing the old one is nearing completion under the sponsorship of the Washington State Bridge Authority. The new structure costs $11 million.

Scale models of 30 types of suspension bridges were tested and winds simulating 100-mile per hour velocities were put into operation in the University of Washington wind tunnel. Open steel trusses replace the old I-beams which used to catch the wind currents like a kite.

The new structure has four highway lanes and is nearly 6,000 feet in length, exceeded only by the Golden Gate span at San Francisco and the George Washington Bridge in New York. The towers are 502 feet high. The 1940 collapse did not damage the piers, but they were given an 18-foot addition in order to protect the metal work against the salt spray.

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New York Ponders Need of New Midtown Traffic Tube

New York is studying the possibilities and needs for a new tunnel to speed vehicular traffic.

The New York Port Authority made traffic studies in late August at Lincoln Tunnel in midtown Manhattan to determine the possible need for another tunnel.

Before the traffic study was instituted Howard S. Cullman, Port Authority chairman, said: "We want to determine the present usage of the Manhattan West Side streets between 34th and 42nd Streets and also the entrances and exits along the Union City underpass in New Jersey from the tunnel to Route 3, at various peak hours, to know the traffic pattern of street relief that a third tube might provide."

•

Teamster Heroism Brings Pasteur Award



Bro. Fay Maple

For his act last February of rescuing a 9-year-old boy from the ice-jammed Hudson River, Brother Fay A. Maple, 47, of Local No. 787, Albany, N. Y., has received the coveted Pasteur Medal, an award of the Milk Industry Foundation. Brother Maple is an employe of Borden's Collar City creamery, which awarded him a $100 U. S. savings bond.

With Brother Maple at the award ceremony, which took place at the Troy Country Club, was Dennis Curley, the rescued youngster. Maple, father of seven children, lives at 900 River Street, Troy. Thomas W. Ryan, State Director of Safety, presented the medal. Brother Maple is one of seven dairy workers in the country who received the Pasteur Medal this year and the only one who actually risked his life in saving another.

•

Virginia Cracking Down On Highway Violators

The state of Virginia is cracking down in an all-out drive against highway traffic violators. Under direct orders from Governor John Battle, Virginia officials are determined to arrest the growing accident rate in that state.

By mid-August more than 500 people had been killed in traffic accidents in Virginia and thousands others injured. Speeders, drunken drivers, and operators of mechanically faulty vehicles are particular targets of the new crackdown.

Results of the Virginia drive are being watched by other states and if Governor Battle is successful in making a dent in the tragic toll, other states may start "get tough" drives against violators.

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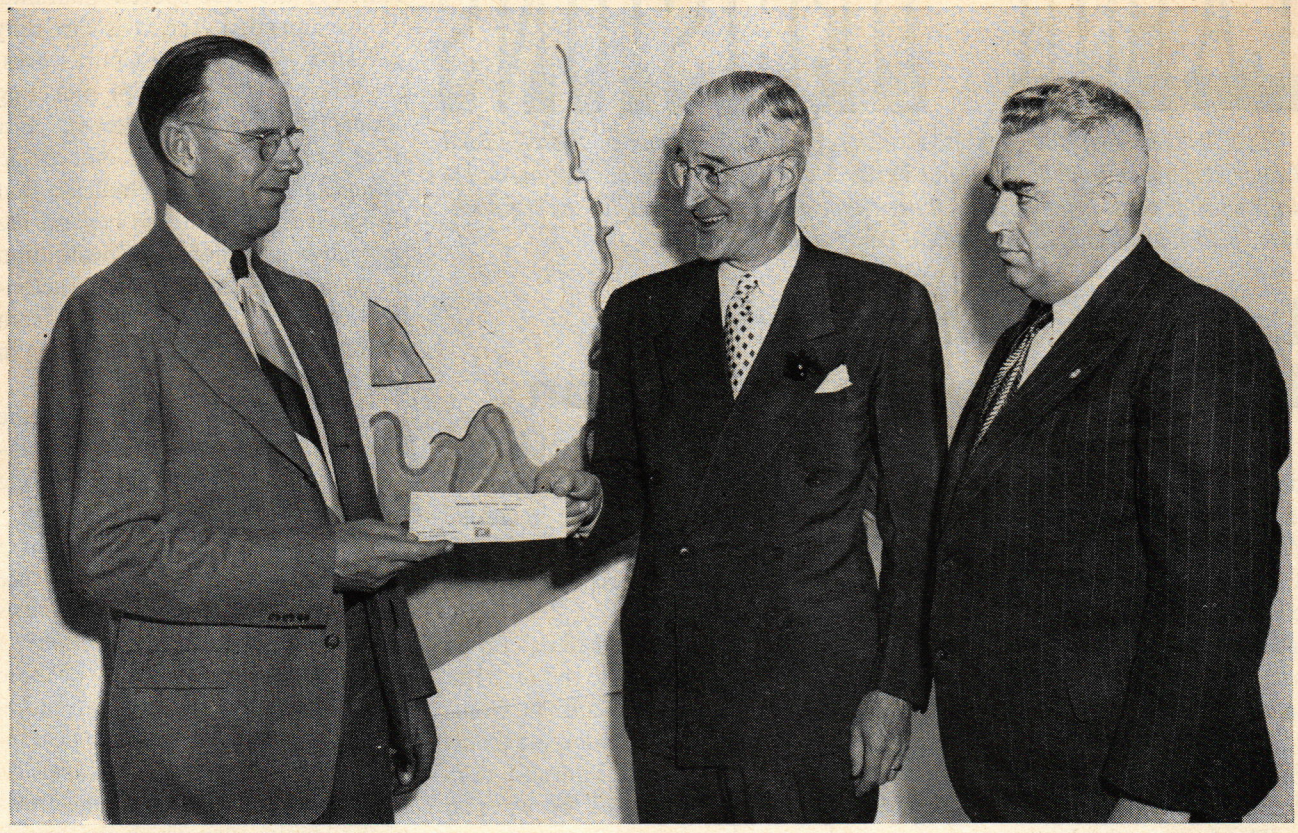
Safest Drivers in 40-49 Age Bracket, Study Shows

Life may begin at 40 as one popular author suggests. An insurance company comes along and suggests that real driving skill begins at 40.

A study by a Chicago company indicates that the highest degree of skill shown by the low percentage of accidents is demonstrated by the 40-49 age group. This age group has a 6.2 fatal accidents for every 100 million miles driven, which is 44 per cent better than the average for all ages.

The drivers under 20, says the

Teamsters Aid Manitoba Flood Sufferers



Brother A. Cowley, President of the Teamsters Joint Council No. 86, Winnipeg, Man., presents a donation of $5,000, received from the Teamsters' International Headquarters, to Mr. M. A. O'Hara (Center), Honorary Treasurer of the Manitoba Flood Relief Fund, while E. Houle, Secretary-Treasurer and Business Agent looks on.

Response to the appeal for funds to help reestablish victims of the Manitoba flood has been most encouraging, according to A. Cowley, president of Teamsters Joint Council No. 86, Winnipeg. To date, approximately $150,000 has been contributed by various AFL international unions, including the International Brotherhood of Teamsters, and affiliated locals of the Trades and Labor Congress of Canada.

Well over $4,000,000 has already been sent out to flood victims from the Flood Relief Fund.

The trade union movement has two members on the Restoration Committee and all union members are assured of just and fair compensation for damage suffered.

E. Houle, secretary-treasurer of Joint Council No. 86, advises that the flood sufferers are rapidly getting back to normal living conditions.

study, have a 28.7 rate for the same mileage, which is 158 per cent above the average. This is the group which has been dubbed the "teenicide" age.

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Laws Against Hitchhiking Now Enacted in 26 States

With 26 states enacting laws against hitchhiking, those who try to traverse the continent these days are likely to find more hiking than hitching, according to a survey of laws made by the National Highway Users Conference.

Laws of varying severity have been passed by 26 states and the District of Columbia, with one state, Washington, also penalizing the motorist who picks up a hiker.

Anti-hitchhike statutes are included in the laws of Arizona, Arkansas, California, Colorado, Connecticut, Delaware, Illinois, Indiana, Iowa, Kentucky, Maine, Minnesota, Mississippi, New Jersey, New York (with service men in uniform exempted), North Carolina, Ohio, Oregon, Pennsylvania, Rhode Island, South Carolina, Texas, Utah, Wisconsin, and Wyoming. In two other states, Florida and Michigan, hitchhiking is regulated by local ordinance.

Many of the states have incorporated the provision or one similar from the National Uniform Vehicle Code, which provides that no person shall solicit a ride.

•

No-Glare Movie Device Invented for Drivers

A new aid to better movie seeing for drive-in theater fans was recently reported in use. The new device is a glass shield which fits to the sun visor. The shield will enable the motorist to have some protection against the glare of oncoming headlights.

LABOR DECISIONS

THE INTERNATIONAL TEAMSTER, *in reporting decisions of the National Labor Relations Board, state and Federal courts, is providing the membership with general information. These data are not to be taken as legal advice, but merely factual reports on cases involving labor.*

Labor's Right to Picket Narrowed by New Decision

Labor's right to picket in a labor dispute is being whittled down under interpretations of the Taft-Hartley Act in decisions of the National Labor Relations Board. A recent case involving the Denver Building and Construction Trades Council seems to go far toward restricting labor's right to picket—even peaceful picketing which has heretofore been regarded as an expression of free speech by labor.

The facts in the Denver case are these: The Denver Council picketed an employer over a period of time in an effort to get him to employ AFL skilled workers (iron workers) on a bridge project. The picket line of two men peacefully picketed from July 16, 1948, until the following October 18 until enjoined by a state court injunction.

In proceedings before the NLRB the trial examiner held that the picketing was precluded from being an unfair labor practice because of Section 8(c) which inhibits the board from considering as an unfair labor practice evidence which is really an expression of views, argument or opinion.

The NLRB reversed the examiner and in reversing him went into the background and development of the doctrine which seems to be narrowing the scope of picketing, one of labor's great weapons. Citing a Supreme Court case (Thornhill v. Alabama) the board said it had proceeded on a broad interpretation of picketing. In the Thornhill case the court had said, "In the circumstances of our times the dissemination of information concerning the facts of a labor dispute must be regarded as within that area of free discussion that is guaranteed by the Constitution."

This doctrine seemed a broad one and a fair one to labor. But the NLRB cited later Supreme Court cases saying ". . . the Supreme Court made it clear that the Thornhill doctrine is not so broad as we and others had supposed."

The case cited included a Teamster case from Washington which was commented on in this department of the June issue of THE INTERNATIONAL TEAMSTER. (International Brotherhood of Teamsters v. Hanke).

"In one of these recent decisions," said the NLRB in the Denver case, "the Court held that a state may restrict picketing engaged in for the purpose of compelling an employer to agree to discriminate against nonmembers of the picketing union, contrary to the State's public policy. And the Court pointed out that picketing — even peaceful picketing— has aspects which are more than speech, and that it may therefore be restricted, at least where it is undertaken for an unlawful objective."

The board apparently did not wish to head into guarantees of the United States Constitution for it further said, "Of course, we are here determining the scope of statutory provisions, not of the constitutional guarantee of free speech. But in interpreting Section 8(c) (of Taft-Hartley) the 'free speech' guarantee of the amended Act, it is our duty to follow the Supreme Court's present views of the status of picketing under the First Amendment. For there is nothing in the Act or in its legislative history to indicate that Congress intended to go beyond the protective scope of the Constitution in exempting the picketing activities of labor organizations from various prohibitions contained in Section 8(b)."

The NLRB concluded that the Denver Council's activities were unfair labor practices and therefore were outlawed under Taft-Hartley.

What is resulting from the Denver decision is this: Certain acts are considered unfair labor practices under Taft-Hartley (see Section 8) and picketing to further any of these acts is banned. Thus what union labor can picket *for* seems to be considerably narrowed. This decision may be said to be one of the fruits of the Hanke case which the Teamsters lost in the Supreme Court by the May 8, 1950, decision. In reporting that case THE INTERNATIONAL TEAMSTER headlined the discussion "Foresee Repercussions from Peaceful Picketing Decision." In the report of the case this department said, "A decision by the United States Supreme Court on May 8 upholding a state court which enjoined peaceful picketing by two Teamster unions in Seattle, Wash., promises to have legal and perhaps political reverberations which may be felt throughout the entire nation."

The new NLRB case is one of the repercussions and we may expect more. Supreme Court Justice Sherman Minton in a strong dissent cited by the TEAMSTER report said, "The outlawing of picketing for all purposes is permitted in the state of Washington by the upholding of these broad decrees."

Mr. Justice Minton's warning seems to be coming true. Labor is slowly losing its right to picket under the restrictions of the Taft-Hartley Act.

NLRB-Denham Feud Winds Up in U. S. Appeals Court

The feud between the National Labor Relations Board and its General Counsel, Robert N. Denham, has reached another stage—this time a Federal Court is hearing about it.

In August the NLRB took the extraordinary step of asking the United States Court of Appeals at Cincinnati, Ohio, to disregard a brief filed on its behalf by the General Counsel. The Board requested an extension of time for filing a brief on the grounds that the General Counsel's representation did not fully represent the views of NLRB.

The NLRB through its Solicitor said that the General Counsel had "acted ultra vires his authority (i. e. beyond his authority.) On February 28, 1950, the Board directed the General Counsel to seek enforcement of Board orders on behalf of the NLRB and "in full accordance with the directions of the board."

The Board further said, referring to the "document" filed by Denham that he had filed it "in disregard of earlier Board instructions to him to rewrite the draft of the brief and have it cleared with the Board before filing with the Court."

This incident was not the only evidence of the growing schism between the Board and its General Counsel. The Board revised its regulations bringing him back unmistakably within its own jurisdiction. The revision was called "Amendment to Delegation of Powers of General Counsel." Of major interest in this revision is the important sentence, "the establishment, transfer or elimination of any Regional or Sub-Regional Office shall require the approval of the Board."

Gypsy Practices

(Continued from page 9)

he took any rest was when he was unable to find a load and on one occasion he drove for 36 hours without a rest.

"It was not unusual," Nordan's statement said, "to drive 24 hours without rest, and if loads were easy to find I allowed myself two or three hours rest between trips. This continued as long as business remained good and at the end of several weeks of such work, I was dead tired and fighting to keep awake while driving."

Anthony Morris, business agent of Local Union No. 251, Providence, R. I., read a statement from Joseph Ricci, a crane operator from Providence, formerly an owner-operator. He told of his experience in sinking his life savings of $23,000 into equipment thinking he would make good and lost everything.

"I never observed any Commission rules while I was an owner-operator," the statement said, "I couldn't. I figured longer hours and longer trips were the only way I could claim some of my money back. If I was to get 20 hours of sleep per week, I would be lucky. The longest trip I made without any rest at all was Nashville to New York City which took 36 hours."

He also said he had a double set of logs—one for himself and one to show the ICC representative. He said his equipment was often driven when unsafe—it had to be on the go and could not be laid up for inspection or repairs. He also said that he overloaded, but none of the carriers complained nor did any of the carriers inspect his equipment or ask for a doctor's certificate. He said "lots of times my vehicles lacked flares, fusees or fire extinguishers, but the carriers I hauled for never said anything about it."

Concluding his statement by saying that ". . . these gypsy companies are ruining things. They know what the score is. They know the gypsies have to keep driving and overloading their equipment and that the equipment isn't kept up and isn't safe. I think the law ought to get after those gypsy-operators, and I urge that you do it if you can. The poor gypsies are not at fault. They are just poor suckers like I was."

Save France?

(Continued from page 18)

work with the many factors in France to see that working people get a better deal."

The French employers were termed so reactionary that they would make the American National Association of Manufacturers look like liberals. It was also pointed out that French industry is highly cartelized—that is, it operates with limited production, assured markets and high profits.

During the six weeks period the team members visited factories, plants, shops, workers meetings and homes in Lille, Turcoing, Roubaix, Paris, Lyon, St. Etienne, and Marseille. The Americans found a sad lack of knowledge and understanding of American trade unionism.

As a result of the lack of knowledge of American unionism, one of the recommendations will include preparation of material on American unions, their history and the structure for the use of French worker families. As one French group expressed it at a team visit when American working people's history and problems were discussed, "We are just now beginning to discover America."

The team spoke almost terrifyingly of the strength of the Communist apparatus in France. It was called "the only real decisive force in France today" and "the machinery would be ready to meet any crisis between East and West if the showdown should come." As an antidote to the Communist strength and power, the American trade union team members are making emphatic recommendations on positive steps to build up the strength of trade unions and the living standards of French workers.

The French workers need not only more tangible benefits—better wages, better living conditions and more food—but they need to have a real basis of faith in their fellow workers in France and abroad.



Listen ladies, and we do mean *listen*, because what we are going to say right now is the most important thing that has ever been said on your page so far. It's about this unfortunate war situation that we are all so sad about. The President recently made his address to the people of our country—a very serious talk but one that carried encouragement too, that all working together, with the help of God, we'd see this crisis safely through. But the special request he had to make of the homemakers of this country was DON'T HOARD! Already there are serious false shortages of sugar and other food items, and nylons simply because so many women are dashing out and buying all they can get their hands on. The President pointed out that there is no real shortage of these items or any other items—it is only the frenzied buying that creates them and this alone will make rationing necessary if it is not stopped. So ladies be sensible and be *patriotic*. Do the right thing. Don't run out and buy a lot of stuff just because "everybody else is." Suppose your neighbor, Mrs. Jones, has gotten 50 pounds of sugar (which is going to get very hard and lumpy) and you haven't even two pounds in reserve. You do the right and honorable thing regardless of what others do. And when you read those heart-breaking casualty lists from Korea, you'll have the satisfied, inner feeling that you are doing, and will continue to do, the thing *they'd* want you to do at home.



* * *

On the Political Front

Now we have another serious topic to take up before we go to things of lighter vein. By virtue of being wives, mothers, sisters, daughters of union men—we're in this labor movement too—right up to our very necks. There's an important election coming up this November, that means an awful lot to every working man and woman in this country. We have some good friends in the Senate and Congress of these United States and we've got some enemies who are fighting us and the legislation that will help us and all organized labor, tooth and nail—and these we must get rid of.

Ladies, you can be a great help here. First by getting registered yourself and seeing that every eligible member of your family registers and by seeing that you all vote—the right way—the labor way—election day.

And you can do more. If you have a few hours weekly you can spare, volunteer your services to your local Labor's League for Political Education or the Central Labor Body or whatever organization is getting out the labor vote in your community. Ring doorbells for them. Make phone calls. Write letters. Help them to do the job.

* * *

On the Air

Here's an interesting news item. Impatient fathers, anxiously awaiting news from the delivery room, can now hear their offspring's first "words." In a California hospital newborn babies transmit news of their arrival by a microphone installed in the delivery room.



* * *

Those Precious Years

There are some new and different photograph albums on the market today which I think every family should take advantage of. The type I refer to look just like nicely bound books, regular size to fit right into any bookcase, and inside, the photographs slide into little cellophane cases (one I bought holds 140). It's a neat easy arrangement that shows your snapshots off to best advantage without any pasting, muss or trouble and the books are easily accessible from the family book shelf. Generally included in the price of the album (which is reasonable) is the cost of imprinting a name or title on the book in gold letters. Wouldn't it be a good idea to start one for each child—have his or her name imprinted on one of these albums and keep a photographic record through the years of their growth and development—it would certainly be a precious memento in the years ahead. And you might have a couple of other general albums, imprinted "Our Vacations" or "Trips We've Taken," or "Our Friends." A shelf of such albums on your bookshelf to be added to and enjoyed through the years would be a constant source of pleasure.

* * *

Color for Your Bed

Have you been wishing you could buy a set or two of sheets and pillowcases in one of those luscious shades so popular today, to dress up your guest room bed or perhaps your own? And perhaps the family budget will just not stretch that far right now? Tint some of your old white ones. Maybe they're "tattletale gray" anyhow. Plain white cotton items are always easy as pie to tint, and you can select your favorite pastel color from a wide range of shades. Maize and rose are two shades which take beautifully.

* * *

Can You Park?

Gals, how's your driving? Are you one of those people who drives pretty well "but simply can't park?" Shame on a Teamster's wife. Don't admit it. You can park as well as your Teamster husband if you've a mind to and will practice. A Teamster with 20 years experience driving a milk truck says this is just how it's done. Come on ladies, let's practice a bit and show those fellows our parking's okay!



Signal your intention to stop, then pull up alongside and exactly parallel to the car in front of the parking space. You should not be less than one foot, or more than two feet away from this car. Stop when your rear bumper is even with his.

Next check to make sure no cars are coming toward you, or from behind. Turn your steering wheel as far to the right as it will go, backing up very slowly as you do so. This will throw the front end sharply to the left, and you will start backing in at about a 45-degree angle. When the front seat of your car is about even with the other car's rear bumper, straighten your front wheels and continue backing slowly.

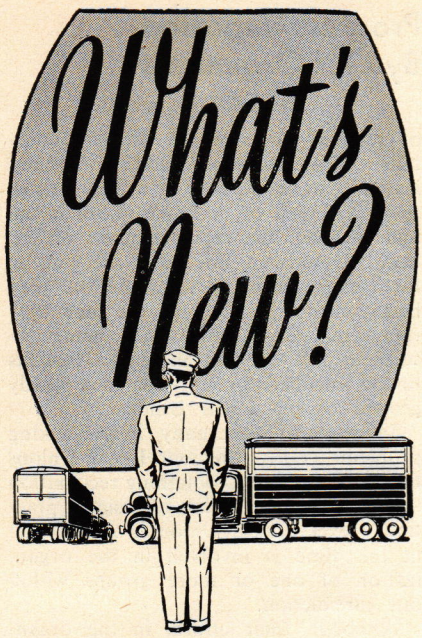
Then start turning the steering wheel *gradually* to the left until you see that your front bumper will clear the car in front. Hesitate an instant, and then turn the steering wheel *rapidly* to the left as far as it will go, while backing slowly into the parking space.

Your rear right wheel should now be close to the curb. Straighten out your wheels. Go forward slowly, steering slightly to the right until you are parallel to the curb. Stop far enough from the car ahead to leave room for action when you want to get out again.

* * *

Winter Watermelon

Have you been enjoying lots of delicious watermelon this summer? Don't forget to put up some of the rind for that king of condiments—watermelon pickle, to grace your winter dinner table.



Aluminum Wheel Block Has Luminous Reflector

A safety wheel block, built of lightweight aluminum casting, and containing a luminous red reflector, is being manufactured in Denver. The saw-tooth blocking surface increases the tightness of the block of the wheel tends to move.

★

Device is Offered To Control Speeding

A new device designed to prevent cars and trucks from speeding by miles-per-hour control has been placed on the market by a Connecticut company.

Actuated by the vehicle's rate of speed, the device works through a pick-up interposed between the speedometer and transmission. When the vehicle attains the predetermined speed, the pick-up sends an electrical impulse to a solenoid which turns a butterfly valve installed between the carburator and intake manifold. The valve automatically regulates the gasoline supply so that the permitted speed may be maintained but not exceeded. The device can be adjusted to operate at any desired speed from 30 to 60 mph. Optional features include a safety light to warn the driver of his approach to control speed.

★

Improved Tire Chain Has New Type Links

An improved tire chain design features use of straight shank connecting links between cross chains and side chains. The product of a Cleveland firm, the new links differ from conventional "pinch type" connecting links in that they hold cross chains as a constant 90 degree angle in relation to side chain links.

Compact Refrigeration Unit Uses Dry Ice

A San Francisco company has developed a compact transport refrigeration unit with dry ice. Measuring 18 x 23 x 28 inches, and weighing 185 pounds, the unit uses 50 pounds of dry ice, and cools 350 to 400 cubic feet. Temperature control is maintained through a thermostat and solenoid valve. The system is hermetically sealed and operates on a natural gravity flow. A finned evaporator coil is used, with freon refrigerant. The unit is mounted on brackets on the side of the truck for easy removal if refrigeration is not required.

★

Hydraulic Hoist Lifts ¾ Ton Load in Jiffy

A new hydraulically powered shop or truck hoist is announced by a Minneapolis firm. The hoist can be used on a 3-wheel tubular steel floor frame, or be converted for use on truck beds, work benches or loading docks. It features hydraulic operation that will lift a ¾ ton load 77½ inches in 45 seconds. A double action, hand operated hydraulic pump powers the hoist.

★

Windshield Wiper Has Only 4 Moving Parts

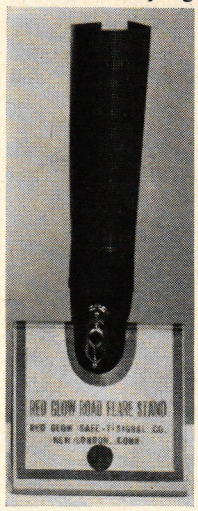
A windshield wiper with only four moving parts is being manufactured in Michigan City, Ind. There are no springs in the unit, and the actuating shaft is cradled in two ball bearings so as to cut down friction drag and lengthen its life. There is a fiber gear and a steel rack.

The four moving parts consist of the main piston and rack assembly, the gear and shaft assembly, and two double acting pistons in the valve. The shaft can be changed without removing the wiper from its mounting. The degree of sweep can be changed by an adjustment. Features claimed are positive holding of sweep setting and sturdy construction.

★

Safety Signal Can Be Used on Flashlight

A new safety signal, giving a red glow, can be attached to any flashlight, according to the maker, who says his product is long lasting and inexpensive.



When used in connection with the road flare stand, the device makes a road signal to use when stopping for repairs at night.

The manufacturer says his safety signal has the endorsement of several police departments and that truck-driver users have found it practical and handy.

★

Nozzle Cleaning Kit For Diesels Offered

A Pittsburgh company has added a nozzle cleaning kit to its line of diesel testing and service equipment. It contains cleaning wires, pin vises, wire brush, bristle brushes and lapping compounds, all tools required to clean out clogged diesel nozzles, protect injector ports and keep them working efficiently.



Inspired by the success of high-speed commercial car-washing services, a New York State inventor rigged up an outfit which can be installed in a home garage and provide a wash job in only a few minutes. After a cleaning agent is applied, car is driven into garage, where a network of nozzles swishes it clean. The maker says complete outfit costs only a few dollars.

Relax WITH US

Made a Big Hit

A man brought action against a motorist who had run into him and knocked him down, causing a broken leg. When the case was heard, the lawyer for the defense implied that the plaintiff was intoxicated at the time, and therefore at fault. "I dare say," he declared, derisively, "that you were not in a condition to know what struck you. It might have been anything that even vaguely resembled a car."

"You are mistaken," replied the plaintiff. "The resemblance was not at all vague. As a matter of fact, it was quite striking."

★

Double or Nothing

An efficiency expert walked into an office and asked the first clerk he met, "What do you do here?"

"Nothing," answered the clerk.

The efficiency expert nodded, made a note, then asked a second clerk, "And you; what's your job here?"

"I don't do a thing either."

"H-m-m-m," said the efficiency expert, "duplication."

★

Almost Convinced

Jeb, accused of stealing chickens, was taken before the judge. His lawyer made such a stirring plea that Jeb was acquitted. Outside the courtroom his friend turned to him and said, "Jeb, did you or didn't you steal those chickens?" "Well," replied Jeb, "to tell the truth I thought I did, but after hearing that there lawyer, I'm durned if I know whether I did or not."

★

Out of Gas

Host: "Would you like to see our helium plant? It's tremendous and quite impressive."

Guest: "Oh, indeed, I'd love it. I just adore flowers."

★

Bird Of A Reply

An old man was sitting on the porch of a little village store when a big, shiny car drove up with two strangers in it.

"Hey, there," one of them called out. "How long has this town been dead?"

The old man looked at them over the rims of his spectacles.

"Well, not long, I guess. You're the first buzzards I've seen."

Put In His Place

Magnate (to poor suitor): "Young man, do you know how I made my money?"

Young man: "Yes, but I can't permit that to stand in the way of Muriel's happiness."

★

Ashamed of His Shelf

"You have a nice collection of books, but you need more shelves."

"Yes, but nobody seems to lend me shelves."

★

Not Re-Fillable!

Patient: "Since we've known each other so long, doctor, I'm not going to insult you by paying my bill, but I'll leave you a handsome legacy in my will."

Doctor: "That's very nice of you, I'm sure. By the way, just let me have that prescription again. There's a slight change I'd like to make in it."

★

Oh—That's Different!

Husband (at movie): "Why do you weep and sniffle over imaginary woes of people you don't know?"

Wife: "For the same reason you cheer when a man you don't know slides into second base."

★

Little Old, But Good

A divinity student named Tweedle
Refused to accept his degree;
He didn't object to the "Tweedle,"
But he hated the "Tweedle, D.D."

★

You Can Say That Again!

There'd be less pedestrian patients, if there were more patient pedestrians.

★

One in Every Local!

One of our members is so darn contrary that when he goes to burlesque shows he shouts, "Put it on."

★

Now It's Dog-gone

Phyllis says her dog is a wonderful watch dog. "Why, just last week," she said "a burglar broke in and the dog watched him steal everything in the house."

★

Can't Win Department

A very little boy came home dejected from his first day at school.

"Ain't goin' tomorrow," he said.

"Why not, dear!"

"Well, I can't read 'n' I can't write 'n' they won't let me talk—so what's the use?'

★

Long Distance Run

Little Boy (to the bride at wedding reception): "You don't look as tired as I thought you would."

Bride: "Don't I? Why did you think I should look tired?"

Little boy: "Well, I heard someone say you had been running after Mr. Black for months and months."

Progress Reported By Our Organizers

(Continued from page 23)

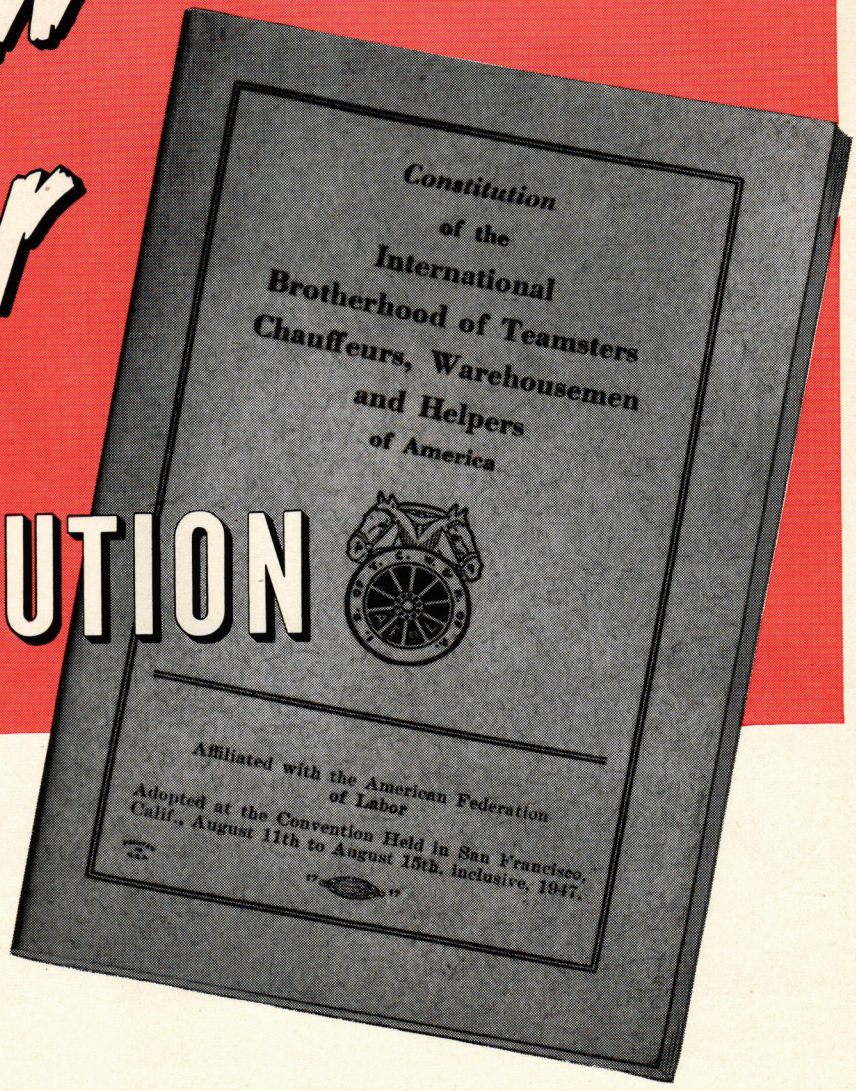
of renewal contracts in various industries. As the continued success of organizational work depends to a high degree upon the type of contracts, both initial and renewal, the representatives of the Local Unions in this area are putting forth every effort to negotiate the very best contract possible for the men they represent. Their efforts are being rewarded, not only in increased benefits to the membership, but also in a steady growth of the Local Unions.

In spite of the many heartbreaking problems confronting our Local Unions today in organizing, obtaining recognition and negotiating initial contracts, practically every Local Union in my district at this time is involved in the organization of one or more groups within our jurisdiction.

Although their efforts in the organizational field have not always met with success, I have never seen a group of Local Union representatives more determined to expand and build the Teamsters movement in the South. In the past twelve months these Local Unions as a whole show a substantial increase in membership. The keynote of this program has been unity of purpose and action among our Local Unions. There has never been a time in the history of the Teamsters movement in the South that the spirit of unity and harmony among the Local Unions has been more prevalent than it is today.

The officers, representatives and members of the Local Unions in my district have on many occasions expressed their appreciation for the assistance and guidance given by the International Union and the Southern Conference of Teamsters in bringing about this condition.

Know Your CONSTITUTION



A good unionist must know his union—and a good unionist WANTS TO KNOW HIS UNION! You can be an authority on your International Union—order a copy of the Constitution from your Local Secretary. GOOD UNIONISM MEANS GOOD LIVING!

". . . the welfare of the members of a craft can best be protected and advanced by their united action . . ."

From the Preamble, I.B. of T.C.W. & H. Constitution

Something to Remember...



Culver Service.

How Strikers were Slain by Troops!

Grim-faced strikers in the 1887 drawing above are carrying away dead and injured friends who were shot when militia fired on picket lines. The strikers left their jobs after an eastern railroad cut their wages for the third time in three years. Their cause was just, but the law of the land gave them no protection. Organized labor, through sacrifice and struggle, has raised the living standards of workers and brought them dignity and freedom to refuse to work. But arch reactionaries of today yearn for strike-breaking laws of "the good old days." The only way we can beat them is with our votes.

Keep Faith with Labor's Pioneers

REGISTER and VOTE